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ARMY GOLFERS

London, Jan. 4. A little flutter was created the other day by the performance of Captain W. H. H. Aitken, a St. Andrews golfer, who is in the Royal Engineers. He tied with George Duncan for the best scratch score in a tournament on the North Hants course at Fleet, in which 80 amateurs and professionals took part. The performance was the more meritorious for the reason that Captain Aitken was Duncan's partner, so that he knew what he needed to do, and might easily have suffered from the strain of having to cope with so formidable a pacemaker. Those who have watched Captain Aitken on the links are satisfied that, given a little more control over his long iron shots, he would be in the first flight of British amateurs. It is perhaps time that the Army brought to light a new star in the golfing firmament. It is rather remarkable, considering the plenitude and possibilities of the present-day material, that the late Lieutenant F. G. Tait remains the only example of a serving soldier who held the amateur championship. And his victories in that event were gained as long ago as 1896 and 1898.

Getting Efficient

There are, however, indications that soldiers' golf is attaining a degree of efficiency commensurate with that standard which people expect of things done in the Army. Captain A.G. Barry has been British amateur champion, but his success in that connection could not be claimed as a triumph for the Army. When he gained it he was a nineteen-year-old student at St. Andrews University. Lieutenant H. A. Boyd, who was Irish open amateur champion in 1906, and Major Keith Thorburn, who has represented Scotland, are other players who have distinguished themselves in the wider sphere of rivalry on the links as well as in military competitions. Yet the Army has not evolved golfers quite equal to two of its stalwarts of the days when it had comparatively few players, those two being Lieutenant Tait and Major C. K. Hutchison. Major Hutchison produced just about the finest display that ever lost the amateur championship when he was beaten by one hole by Robert Maxwell in the thirty-six holes' final at Muirfield in 1909.

Early Struggles

Golf as an Army game had small beginnings. It started with the inter-regimental tournament which was instituted in 1905—long before individual honours existed. So far as concerned the English regiments, the first difficulty then was to find four officers ready to form a side, and a far greater difficulty was to induce commanding officers to give leave to play. They wanted to know why four of their stand-bys in the maintenance of discipline should go off goodness knows how many miles—hundreds, sometimes—and beat a ball about a lot of fields for some confounded Army Cup, of which nobody had ever heard. When permission was given, it was usually on the condition that the eccentric four should return directly they were beaten—the same evening, if possible. There was one gathering at which even the Press correspondents entered into a great conspiracy. Two of the sides had played their semi-final in the afternoon, another side having had a bye into the final. Entries were so small in those days that things went that way. The vanquished semi-finalists ought to have repaired straightway to headquarters and reported their return to duty. But it was suggested to the lynx-eyed chroniclers that if they withheld the

SOCIAL GOSSIP

Mr. J. G. Charlton, of the Indo-China Steam Navigation Co., who went on special leave last September, has successfully passed the examination for extra chief engineer.

The forthcoming marriage is announced of Mr. J. S. Shak, headmaster, Sacred Heart College, whose address is No. 444, Nathan-road, Kowloon, to Miss R. Chung, No. 313 Nathan-road, Kowloon.

Letters of administration to the estate in Hong Kong of Mons. M. H. Edouard Detieux, Governor of Colonies, Director of Finances of Indo-China, Chevalier of the Legion of Honour and Croix de Guerre, who died intestate at Hanoi on March 9, 1928, amounting to £2,600, have been granted to Mr. T. G. Bennett, attorney of the widow, Madame A. M. H. Madeline Lefebre, of No. 2, Boulevard de Louvain, Mar-selles.

Mr. C. P. James, who was acting agent of the Dollar and A. O. Lines during the absence of Mr. T. B. Wilson on leave, left by the s.s. "President Grant" for America, where he has gone on furlough. Mrs. James was a very willing worker for the servicemen in the old Cheer 'O and also at City Hall concerts.

Mr. J. L. McPherson, on his return to the Colony from leave, was welcomed at 11am at the Chinese Y.M.C.A. when Mr. J. H. Hunt, O.B.E. European Y.M.C.A., Kowloon) and Mr. R. D. Arnold (Y.M.C.A., Yunmanfu) were among the guests present. Mr. Y. N. Tsoo (general secretary, Chinese Y.M.C.A.) referred to Mr. McPherson's service since his arrival here 24 years ago and paid a tribute to the gratitude felt him by the "Y."

and in anticipated failure of such as R. P. Kelly in the Inter-City. The alleged anti-Herioters were likewise burning to tell us how they knew such as Gow Brown and A. Bateman, if not A. H. Brown, would let Edinburgh down.

Soccer Sidelines

I was not a bit surprised to learn that the League Management Committee had taken notice of what has been going on for some time now—namely, the habit of supporters' clubs of presenting players with inducements to win. The "Management" at their meeting on Wednesday decided to circularise the clubs, pointing out the illegality of players accepting any sort of inducement from outside sources. Last year Third Lanark Supporters' Club several times, in order to encourage the players, made presentations, and I think Ayr Supporters' Club did likewise. I understand an offer of £2 per man was made by the Supporters' Club of Ayr last Saturday to beat Rangers, and this has brought matters to a head. The bonuses clubs are permitted to pay are stated in the rules (£2 for a win and £1 for a draw). The S.F.A. rules deal with the position of players accepting "presents" from outside sources also. I do not anticipate, however, that any further action will be taken in the matter now that the attention of the players has been drawn to the rule. Supporters' clubs can assist their clubs in other ways, of which there are plenty, without interfering in the remuneration of players, which is always a delicate matter to handle. The League Management Committee have also given a decision which prohibits players under their jurisdiction writing for newspapers. They had the feeling that there was danger in this sort of thing, hence the embargo.

Left Out

Many of my readers, especially in Edinburgh, would be surprised to see that Jimmy Dunn was left out of the Everton team last Saturday. It does look peculiar, especially as the little chap is considered a certainty for the international. In any case, his exclusion did not improve the team, and Dixie Dean had one of his few blank days. That is just English football, however; no time for a chap having an off day; rush and flurry all the time. Constant changes do not make for team work. I do not anticipate, however, that Dunn will be out for long.

Farcical Round

Hughie Gallagher took a rest to himself (from goal scoring) last Saturday. Newcastle beat Bolton Wanderers 4-1, and the "wee nationalist" did not get any of them. Three of the four were scored by Scots, however. "Pure clannishness, eh?" Next week we are to have the draw for the first (or farcical) round of the Scottish Cup. Year after year the presence of so many "pigmies" in the competition proper calls forth shoals of criticisms, but still nothing is done to alter the procedure. To do so, of course, would entail an alteration in the Cup competition rules and a certain majority is necessary. This is where the shoe pinches. We have 40 League clubs in Scotland, all anxious for a change, and so avoid what is in many cases a wasted (financially) Saturday. But against these we have something like other 60 clubs, many of them without any financial responsibility, who merely hang on hoping for a good draw in the first round. Several of the clubs who have "qualified" for the competition have only played one game, but—they have votes, all these clubs, and consequently will not allow any change which would stop their chance of a "haul." That is why the same position crops up year after year, and will continue to do, unless the League clubs take things in their own hands. And it can be done, too.

Retire Australia

I have meantime broken off relations with my kangaroo correspondent, whose Test Match prognostications last week have brought me into some disrepute, writes A. S. Maley, in the "Sports Dispatch." While it was mixing up Larwood's knee with Gregory's, I, apparently, was mistaking its blink for a wink. The kangaroo and I reserve our defence, and look forward hopefully, and with some thoroughly mean anticipation to the day when we may be able to step into the void left by the sudden cessation of the "Good old Larwood" chorus and deliver ourselves of the sweetest words in the language, "we told you so." For the sake of these words, we are both Australians until further notice. Some people, the alleged pro-Herioters, were itching to "tell us so" over the anticipated success of such as A. J. Ambrose

Great Capture
From all accounts, Rangers have made a great capture in the boy Smith, of East Stirlingshire, whom they fixed up this week. A friend of mine who holds a very high reputation as a judge of players, told me the other day that this lad would be a better centre-forward when he developed than Dixie Dean. This is high praise. Indeed, and I hope for the player's sake, also for Rangers' sake, and for the sake of Scotland, that his estimate is correct. I know there were plenty of clubs on the trail, and Rangers are to be congratulated on their enterprise. Of course, Scottish clubs have a distinct advantage in a case like this. Had Smith wanted to go to an English League club, he could only have got £10 to sign and £5 per week for his first year, £6 the second, and so on until the maximum (£6 in close season and £8 in playing season) was reached. In Scotland, having no wage restriction, he could get anything, say £100 per week, for the first year and say £20 per week the second, and so on, according to arrangement. But, note this, no player is allowed more than £20 to sign. Isn't that a shame? The poor player has to take what he can get in weekly instalments.

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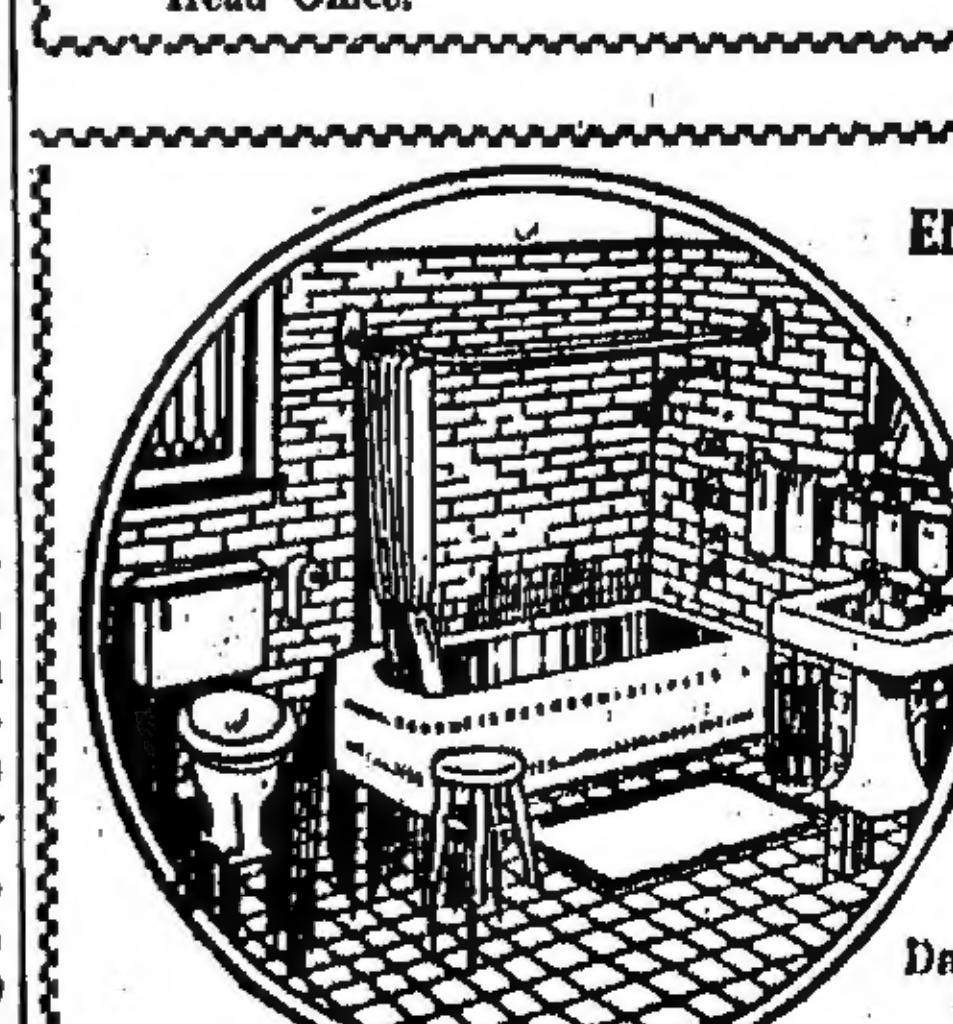
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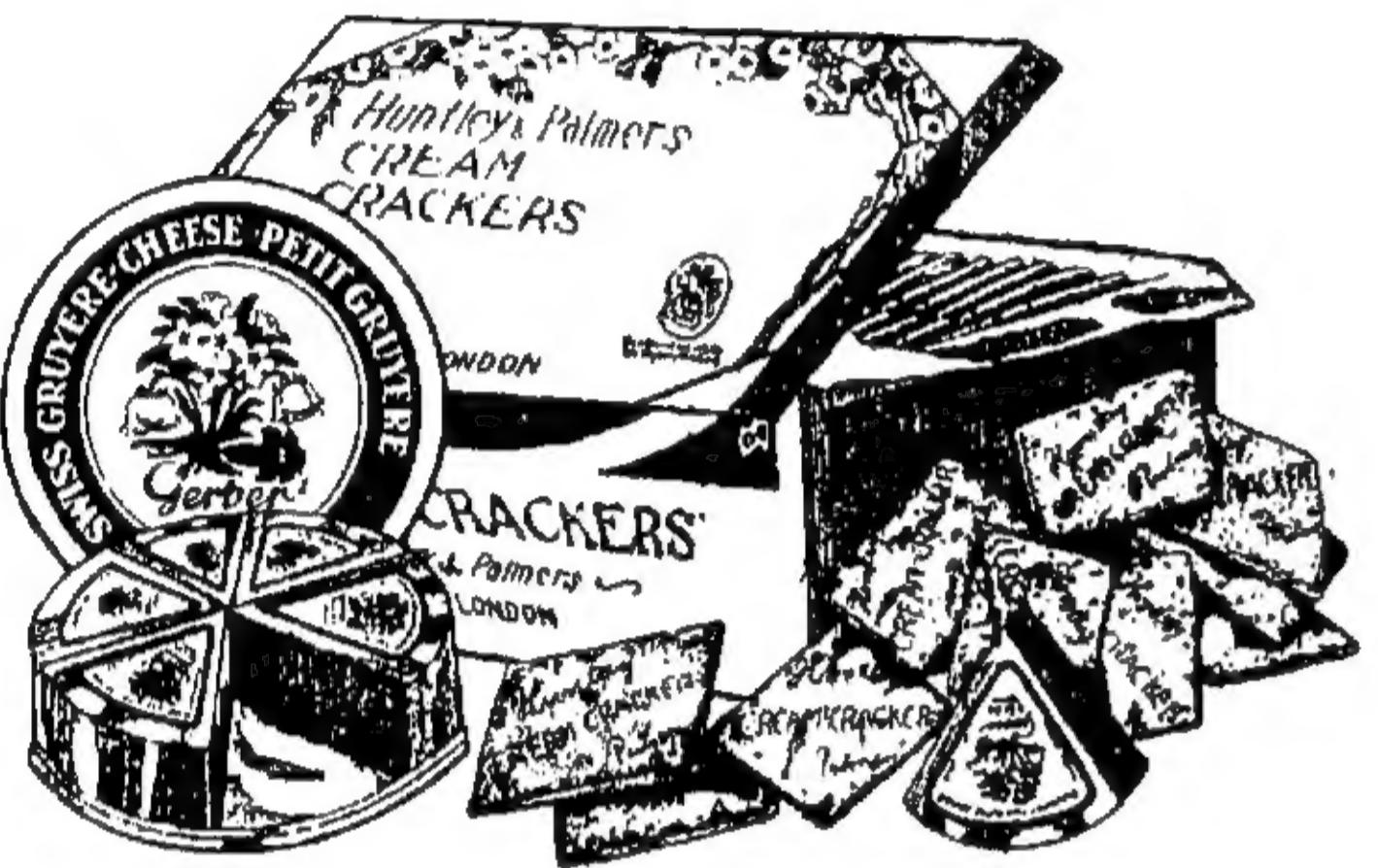
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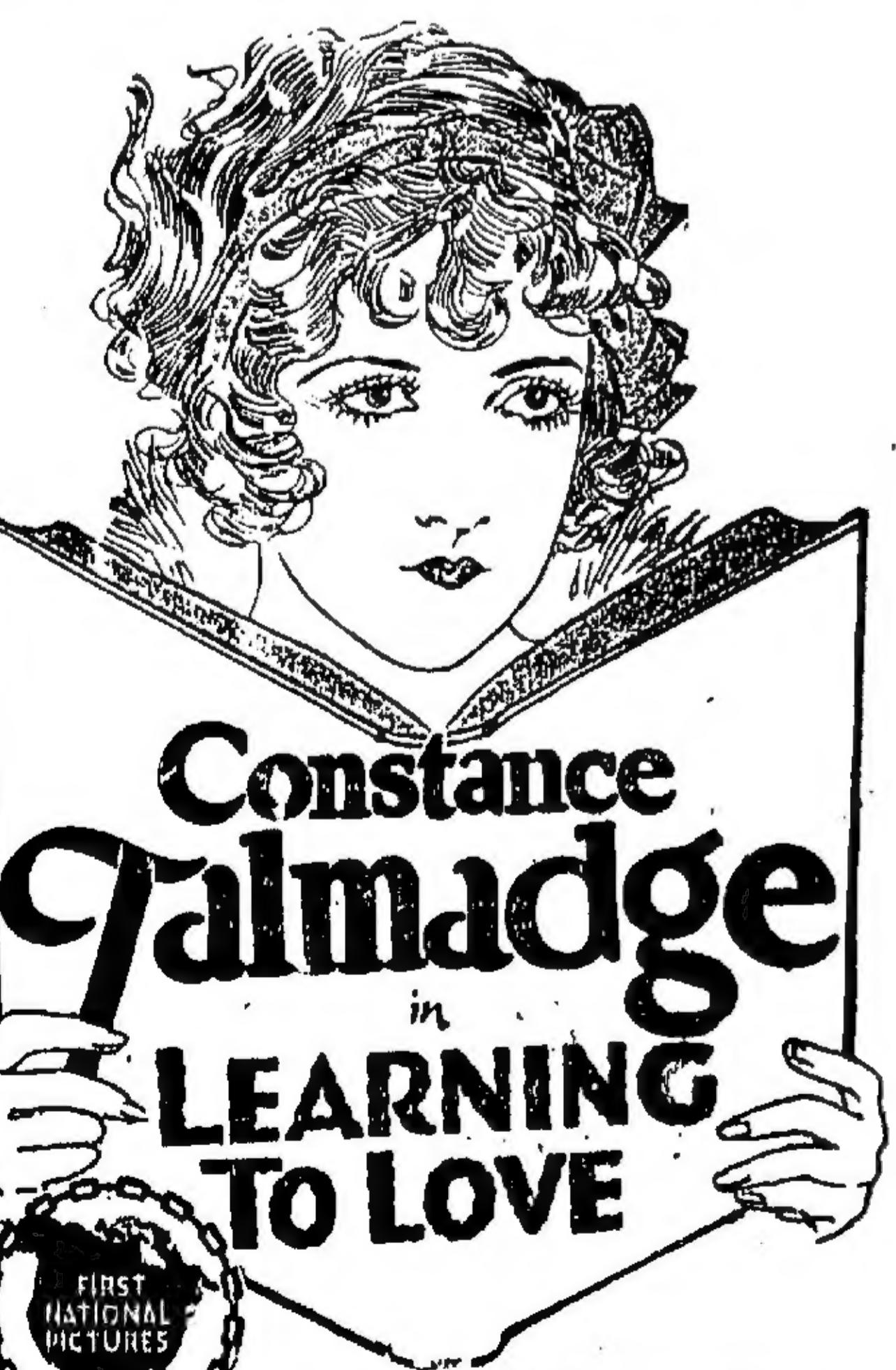
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LEAGUE FOOTBALL

Club And Kowloon Check The Chinese Clubs

QUEENS SHOW GOOD FORM

Navy Defeat King's Own Scottish Borderers

Bright games were the order of the day yesterday, the Club and Kowloon, who had each conceded six goals to their opponents in the previous matches played, both effecting a draw on this occasion—a rather remarkable coincidence.

The Queen's Regiment and the Navy obtained brilliant wins and improved their positions in the League, although South China still head the table with Queens, Police, and the Athletic running a great race.

RESULTS AT A GLANCE

Division I.

Chinese Athletic	1	Club	1
K.O.S.B. Regt.	1	Navy	3
Small Units	0	Police	1
South China	0	Kowloon	0
Recreio	2	Queen's Regt.	5

Division II.

K.O.S.B. Regt.	5	Small Units	2
Queen's Regt.	4	South China A	0
Athletic	3	South China B	1
St. Joseph's	3	R.A.F.	1
R.A.	1	Navy	2
Recreio	*	Eastern	*

* Cancelled.

CHINESE ATHLETIC v. CLUB

A Draw Satisfactory

These teams lined out at the Valley before a good crowd and the Club pleased their supporters by effecting a capital draw.

Teams:

Chinese Athletic:—Chan Sik-pui; Wong Sui-won, Lai Yuk-tat; Ho Chiu-yin, Wong Shui-wa, Lam Yuk-ying; Ng Kam-chuen, Sek Pui-tin, Wong Pak-cheong, Suen Kam-shun, and Chan Kwong-yui.

Club:—Edwards; Holt, Bishop; McBride, Stewart, Watson; Reed, Alexander, Wallington, Trambitsky, and Railton.

Referee:—L. S. B.A. Atkinson, R.N.

The match started quietly, the Athletic making ground through Suen and Chan, but Holt was sure in kicking. Although Edwards dealt with a few shots there was not much sting in the Athletic attack. The Club halves were having a day out and McBride was watching the clever Athletic wing. Chan fisted out from Alexander early. The Club were playing well, Wallington fitting in nicely in Goldman's place. Stewart made a fine opening which McBride improved, giving Wallington, a chance which the Club forward snapped at once, Chan Sik-pui having no chance.

The Athletic pressed and Wong Shui-wa put forward to Sek Pui-tin. The inside forward centred in the nick of time, and Wong Pak-chung scored with a nice shot which struck the cross bar and went in, the teams turning over at the interval level.

A Fine Pace

The second half was contested at a fine pace, but the Club were playing well and Reed and Trambitsky came very close. The Athletic's left wing, with some clever, close passing, troubled the Club's defence, but Bishop and Edwards' both did well in some hot work around the goal. The forward play of the Athletic was not so assertive, however, as in former games, and Watson and his colleagues were having a great day, the defence of the Club halves being a feature of the game. Railton put over, but Trambitsky was just too late; and at the other end Suen was just outside with a good drive. The Club held on to their opponents and Alexander was nearly through in the closing stages.

Changes Unlucky.

The Athletic rung several changes in their team, and combination suffered. Suen and Chan were bright on the left wing, but the halves were not so steady as usual, Lam Yuk-tat being the most prominent. Lai Yuk-tat kicked well, but appeared off his usual.

The Club played brightly, the result being a surprise to them, but on the day's play a little steadiness in front of goal would have secured two points. Edwards had no chance with the goal that beat him, Holt and Bishop played strong games. The Club's real strength, however, was half back, where McBride, Stewart, and Watson were a great trio. Alexander was the pick of the forwards, and Reed and Wallington did well.

NAVY v. K.O.S.B.

A Meritorious Win

The Navy are a great combination at the present moment, and they added to their laurels on

net again, and the Navy ran out winners of a game in which some high class football was witnessed.

Result:

Navy	3
K.O.S.B.	1

POLICE v. SMALL UNITS

Played at Sookumpoo, this game was evenly contested, the Police gaining the day by the only goal scored. Small Units played well, and had their shooting been on a par with the rest of their play, a different result might well have been obtained.

Teams:

Small Units:—McGowan; Dodson, Smith; Skinner, Grosvenor, Rial; Wilson, Elliott, Sabin, Coates, and Watson.

Police:—Clarke; Wynne, Muir; Nolan, Hudson, Jessop; Shepherd, Fraser, Johnson, McGreavy, and Oram.

Referee:—Mr. F. Smith.

The opening half was fought out at a fast pace, with the Police slightly better served at forward. McGreavy and Oram were the pick of the Police quintette, and gave the Small Units' defence many anxious moments. Johnson was rather below form, several of his shots being wide of the mark. Small Units had a fair share of the play. Wilson and Watson both doing well in a rather mediocre forward line. Clarke made several very fine saves during the half, and he received excellent support from Wynne and Muir.

Half-time:

Police 0

Small Units 0

A Brisk Raid

The Police resumed with a brisk raid, which was cleverly broken up by Dodson. A perfect run by Oram led up to the only goal of the match, the outside right's centre being neatly converted by McGreavy. The same player came very close, a moment later, a header from close in going just wide. Small Units retaliated, and for a time the Police defence was kept fully extended. The shooting did not improve, however, and on one occasion Wilson missed an absolutely open goal. Clarke was tested on several occasions, but played his usual safe game, one save from Coates being a first class effort. The Police eventually managed to clear their lines, and play was confined to midfield, when the final whistle blew.

Result:

Small Units	0
Police	1

SOUTH CHINA v. KOWLOON

Fine and Fast Football

This return match at Caroline Hill attracted a good crowd, and a fine match resulted. Kowloon played fine fast football and maintained their reputation as good fighters. Angus gave a brilliant display in goal, saving his side on several occasions when South China were dangerous.

The result (pointless draw) rather flattered the visitors.

Teams:

South China.—Pau Ka-ping; Li Tin-sang, Lau Kau; Leung Wing-tak, Pang Wa-hing, Leung Wing-chui; Li Tin-chay, Chang Sui-hong, Fung King-chung, Lau Mau, and Ip Pak-wa.

Kowloon.—Angus; Robson, Piles; Hedley, Easterbrook, Dowman; Clemo, Bliss, Sparry, McElvie, and Miles.

Referee:—Mr. W. E. Hollands.

South China were early aggressive, Angus saving well from Lau Mau from a nice centre by Ip Pak-wa. Kowloon made tracks for China's goal, Easterbrook and Dowman feeding well, and Miles nearly scored with Pau out of goal. Pile faltered and Lau Mau sent a smashing shot to Angus, which was saved. McElvie put Kowloon on the attack but Clemo put outside, and Angus saved brilliantly in rapid succession from good shots well in. The play was very fast, and Sparry was nearly through, but Pau tapped out safely. The interval arrived with no score.

Chinese Attack

From the resumption China attacked, Ip Pak-wa putting across and Fung shot past a lovely low shot. China came back but Pile made a "classy" clearance and the Kowloon halves were rare tacklers. Clemo, receiving on the right, was well through, but crossed when a shot might have scored. From the relief China "crowded on all sail" and Angus alone prevented a score on two occasions. China were pressing hard at the finish, but could not pierce the visitors' defence.

Brilliant Goalkeeping

The match was a good one and Kowloon set up a good fight. Angus was brilliant in goal. But for him Clemo would have won. Pile and Robson was good backs, and Easterbrook was fine in a good half back line. McElvie was, as usual, a skilful leader forward, with Miles and Sparry good; the forwards, however, finished weakly.

Play continued to favour the Borderers, who scored three further goals through Crawley (2) and Stevens, whilst Twelves and Walker replied for Small Units.

Result:

K.O.S.B. 5

Small Units 2

RECREIO v. EASTERN

Only three players had turned up to represent Eastern at King's Park when the referee arrived, and after vainly waiting for 15 minutes, the game was called off, the Club de Recreio, however, claiming both points.

South China goal, but the Queens' marksmanship was poor, and many chances were thrown away.

The Queens scored through Beatty almost straight from the kick-off, and Harris added a third shortly afterward. South China were kept hemmed in their own half, and conceded a further point shortly before time, Eady being the scorer.

Result:

Queen's 4

South China "A" 0

CHINESE ATHLETIC v. S.C. "B"

At Caroline Hill, before a good crowd, these teams played a hard match, the scores at the interval being one all. The Athletic played clever football in the second half. Lee, going right through in a fine effort, give the Athletic the lead.

Choy added for the Athletic from a penalty, the ball striking the side post and going into the net. The Athletic deserved their win, as in the second half, excepting for an occasional break away by South China's left wing, they were superior and their win by three goals to one was deserved.

ST. JOSEPH'S v. R.A.F.

At the Valley St. Joseph's College maintained their recent good form, and won well by three goals to one. The R.A.F. pressed from the kick-off, but their finishing was poor. From a breakaway, O. Omar scored a fine goal, St. Joseph's holding their lead to the interval.

St. Joseph's played well on resuming and O. Omar added a good goal. The R.A.F. retaliated and Locke opened their score. Both sides thereafter missed good chances, but St. Joseph's scored right on time through Tine. A fine match ended in favour of the College, who were deserving winners.

R.A. v. NAVY

There was a good crowd present at the Valley in anticipation of a good match. The big gunners gave the Navy a hard game, but the latter managed to secure the points by two goals to one.

The Navy fielded a good side and looked like winning easily, Cann scoring in three minutes. The R.A. played strongly and the Navy custodian was penalised for carrying but the ball was got away. The Navy were ahead at the interval. The R.A. lost a big chance, Rogan getting through, but the whistle had gone for half time.

The Navy repeated their success on the resumption, Cann scoring a good goal. The team "crowded on all sail," but the R.A. defended well. Bridgeman, taking the ball on the run, scored smartly for the R.A. The Navy looked like losing a point. The R.A. could not keep up the pressure and toward the end the Navy were pressing heavily. The latter won on their merits, being just a bit better all round.

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LEAGUE TABLES TO DATE

Division I.

Goals.

	P. W. D. L.	F. A. Pts.
S. China	13	9 2 2 13 20
Queen's	14	9 2 3 39 20
Police	14	8 3 3 22 16
Chinese Ath.	12	7 4 1 29 18
K.O.S.B.	12	5 2 6 36 17
R.A.	12	6 0 6 24 12
Recreio	11	4 3 6 35 11
Kowloon	13	3 5 5 11 17
Royal Navy	13	6 1 7 24 11
H.K.F.C.	12	2 4 6 33 8</td

CRICKET LEAGUE

Hong Kong C.C. Defeat Champions

LEADERS' PROSPECTS ROSY

A "Shock" For Kowloon's Second String

By gaining a victory over the University yesterday the Hong Kong C.C. have gone to the head of the Senior Division of the Cricket League. The leaders are two points above their nearest rivals, the Kowloon C.C., with a match in hand, and are in the most advantageous position to win the championship.

In the Junior Division, Royal Engineers and Signals swamped the University. It was practically a personal triumph for Lt.-Col. Wyatt, who again distinguished himself with the ball and was also the highest scorer for his side. The H.K.C.C. 2nd XI, one of two teams in the running for principal honours, defeated the Police R.C. easily. The Electric R.C. rather upset calculations by drawing with Kowloon C.C. 2nd.

League I

H.K.C.C. v. UNIVERSITY

On their own ground, Hong Kong C.C. defeated the University by six wickets.

The visitors, after losing six wickets for 58 runs went on to make 130, thanks to a useful contribution of 30 from Lam Samy, going in last, helped with 21 not out.

The home team passed their opponents' total for the loss of four wickets when stump were drawn. Owen Hughes and the Rev. E. K. Quick added 88 runs for the fourth wicket, the former scoring 61 and the latter 19, both not out. Scores:

University

D. J. N. Anderson, c Mitchell, b Reid 6
E. A. Lee, r and b Reid 3
F. L. Zimmerman, c and b Bowker 22

A. A. Rumjahn, c Owen Hughes, b Parker 11
S. V. Gittings, l.b.w., b Reid 4

S. R. Kermani, c Reid, b Bowker 8

C. W. Lam, st Pearce, b Parker 30
A. P. Gutierrez, c Hayward, b Quick 11

D. Lanig, c and b Parker 6
A. T. Lee, b Parker 21

D. K. Samy, not out 21

Extras 4

Total 130

BOWLING ANALYSIS.

O. M. R. W.

Parker 15 0 40 3
Reid 15 0 45 4
Bowker 8 0 16 2

Quick 9 0 27 1

Hong Kong C.C.

T. E. Pearce, c E. A. Lee, b A. T. Lee, 13
A. W. Hayward, c Rumjahn, b Gutierrez, 18

H. Owen Hughes, not out 61
O. Moor, c Rumjahn, b A. T. Lee 0

E. J. R. Mitchell, b Gutierrez 1

Rev. E. K. Quick, not out 19

Extras 19

Total (for 4 wkt.) 131

H. J. Armstrong, H. V. Parker, A. C. I. Bowker, A. Reid and another did not bat.

BOWLING ANALYSIS.

O. M. R. W.

A. T. Lee 13 3 19 2
Anderson 11 1 43 0

Gutierrez 10 0 28 2

Samy 1 0 10 0

Rumjahn 2 0 12 0

ROYAL NAVY v. R.A.

At King's Park, the Navy drew with the Royal Artillery.

Opening for the Navy, Lt. Singleton gave his side a fine start with a bright innings for 60. Lt. Sillito then hit up 53 toward a total of 169 for eight wickets, declared.

The Artillery replied with 131 for nine wickets, B.S.M. Leach being top scorer with 48. Scores:

Royal Navy

Sub. Lt. L. H. Singleton, c Wolfe, Barry, b Musson 60
Sub. Lt. Simms, b Christian, b Mid. K. Parkhurst, c Millar, b Musson 0

Lt. F. G. Sillito, Waters, b Musson 53

Mid. C. C. Suther, c sub, b Millar 5

Comdr. J. N. Pelly, b Musson, b Millar 4

Pay Lt. G. M. Waters, run out, Comdr. F. C. Baker, not out, Pay Lt. H. S. Watch, not out 4

Extras 10

Total (for 8 wkt., dec.) 169

Lt.-Comdr. Phillips did not bat.

BOWLING ANALYSIS.

O. M. R. W.

Christian 8 2 22 1
Leach 10 1 39 0

Musson 12 1 67 2

Millar 7 0 41 0

Royal Artillery

Sgt. Glazebrook, b Baker 48

Gnr. Oliver, b Watch 6

B.S.M. Leach, c Phillips, b Baker 48

Leach 6

Capt. MacNair, b Baker 8

Lt. W. Barry, c Pelly, b Waters 11

Lt. Millar, run out 9

Extras 48

Total 40

BOWLING ANALYSIS.

O. M. R. W.

Durand 10 3 19 0

Wyatt 9 3 4 16

did not bat.

R. E. and S.

Q.M.S. Lepard, run out 2
L/Cpl. Penny, b Baker 1
Lt.-Col. Wyatt, c Barma, b Hiptoola 47
L/Cpl. Durand, b Baker 10
Col. Skinner, b Baker 43
Lt. Macdonald, b Soleiman 4
Cpl. Deavall, b Baker 5
Sig. Warwick, c Loke, b Roy 18
C.S.M. Kennard, b Baker 0
S/Sgt. Mitchell, l.b.w., b Baker 0
Sgt. Harrison, not out 0
Extras 14

BOWLING ANALYSIS.

Total 144
BOWLING ANALYSIS.

O. M. R. W.
Baker 10 2 23 6
Hiptoola 6 0 40 1
Soleiman 3 0 17 1
Chan Fook 6 0 30 0

K.C.C. 2ND v. ELECTRIC R.C.

On their own ground, Kowloon C.C. 2nd XI drew with Electric R.C. Batsmen held the upper hand throughout, a feature of the match being brilliant first-wicket partnerships on both sides.

Opening for the visitors, Gahan (86) and Murdoch (94 not out) put up 159 runs. On the other side, A. R. F. Raven scored 69 and G. Lee 84, the partnership realising 166 runs, which is a record stand for the first wicket in League fixtures this season. Scores:

Electric R.C.

C. E. Gahagan, c A. R. F. Raven, b Petheram 86
W. N. H. Murdoch, not out 94
L. de Rome, c Petheram, b Lee 11
J. C. Dunbar, b Lee 0
G. S. Thomson, b Lee 0
J. R. Way, not out 3
H. S. Jones, c Lee, b Petheram 0
Extras 3

Total (for 9 wkt., dec.) 197

F. Normington, J. F. Lur, T. Padgett, and W. ... did not bat.

BOWLING ANALYSIS.

O. M. R. W.
Lee 12 2 32 3
Overy 7 0 48 0
A. R. F. Raven 5 0 29 0
Smith 4 0 21 0
Gregory 3 0 11 0
Petheram 9 0 46 2

Kowloon C.C. 2nd XI.

A. R. F. Raven, b J. R. Way 69
G. Lee, c L. de Rome, b J. R. Way 84
H. Buxton, not out 17
B. Petheram, run out 11
N. A. E. Mackay, not out 1
Extras 12

C.S.C.C. 2ND v. C.C.C. 2ND

The second teams of Civil Service C.C. and Craigengower C.C. drew on the former's ground.

Scores:

Civil Service 2nd XI.

H. F. Westlake, c Razack, b Fletcher 81
V. H. Chittenden, l.b.w., b Fritz 0
Fritz 0
H. F. Harper, b Fritz 12
W. Eldridge, b Fritz 29
W. H. Edmonds, c W. K. Way, b Fritz 14

RECREIO v. R.A.S.C.

At King's Park, the Club de Recreio lost to the Royal Army Service Corps by three wickets.

In spite of a good start by H. M. Xavier, who made 41 runs, the Portuguese team were all out for 105. Wingfield (6 for 39) and Fry (4 for 30) being mainly responsible for their comparatively small score.

The R.A.S.C. replied with 112 for seven wickets, their earlier batsmen doing most of the scoring. Scores:

Club de Recreio

H. M. Xavier, c Fennell, b Wingfield 41
D. P. Xavier, b Fry 3
L. J. Gutierrez, c Crowcroft, b Fry 20
H. A. Barros, b Wingfield 4
G. E. Noronha, b Fry 0
M. F. Pinna, c Fennell, b Fry 3
F. J. Remedios, c Crowcroft, b Wingfield 0

Total (for 3 wkt.) 194

F. S. W. Smith, H. Overy, A. E. Silkstone, O. B. Raven, H. Gregory, and E. R. Price did not bat.

BOWLING ANALYSIS.

O. M. R. W.
Musket 11 1 54 0
J. R. Way 13 1 69 2
Gahagan 3 0 19 0
Murdoch 3 0 19 0
Normington 2 0 21 0

TOTAL (for 9 wkt., dec.) 190

F. J. Remedios, c Crowcroft, b Wingfield 0
F. H. Carvalho, b Wingfield 2
D. F. Lopes, c Fry, b Wingfield 19
C. M. Sousa, b Wingfield 3
G. Dannenberg, not out 1
Extras 9

LEAGUE TABLES

The positions in the League to date are:

Division I.

Fry 17 3 30 4
Simpson 4 0 18 0
Wingfield 13 2 0 39 6
McIntyre 2 0 9 0

Division II.

Maj. Langmaid, run out 28
Pte. Wingfield, c Carvalho, b Remedios 25
Pte. Lyons, c Remedios, b Sousa 15
L/Cpl. Fennell, c Gutierrez, b D. P. Xavier 14
Pte. Fry, b Pinna 0
Pte. Andrews, c Norona, b Roy, b Wyat 12
Pte. Fernando, not out 2
Pte. Pinna 0
L/Cpl. McIntyre, not out 12
L/Cpl. Tavlin, not out 4
Extras 4

BOWLING ANALYSIS.

O. M. R. W.
Total (for 7 wkt.) 112

Sgt. McKenna and Pte. Simpson

BOWLING ANALYSIS.

O. M. R. W.
Sousa 9 2 35 1
D. P. Xavier 11 3 28 2
Pinna 11 5 22 2
Remedios 3 2 0 9 1
Barros 3 0 10 0
Carvalho 1 0 4 0

Friendly Matches

INDIAN R.C. 2ND v. R.A.O.C.

In a match of low scores at Soo-kumpoo, the Indian R.C. 2nd XI lost to the Royal Army Ordnance Corps by three wickets. Scores:

Indian R.C. 2nd XI.

M. P. Madar, b Corbett 9
A. Butt, b Corbett 3
J. S. Ackber, c and b Corbett 12
D. Mohamed, c Morgan, b Brooks 1
A. R. Suffiad, b Brooks 0
R. Nazarin, run out 10
Sirdar Khan, b Brooks 0
A. R. H. Esmail, not out 6
A. Rahmin, b Brooks 0
T. Hamet, c Dixon, b Corbett 0
S. Ismail, b Corbett 0
Extras 14

Total (for 5 wkt., dec.) 64

BOWLING ANALYSIS.

O. M. R. W.
Corbett 12.3 2 26 4
Brooks 12 5 15 5

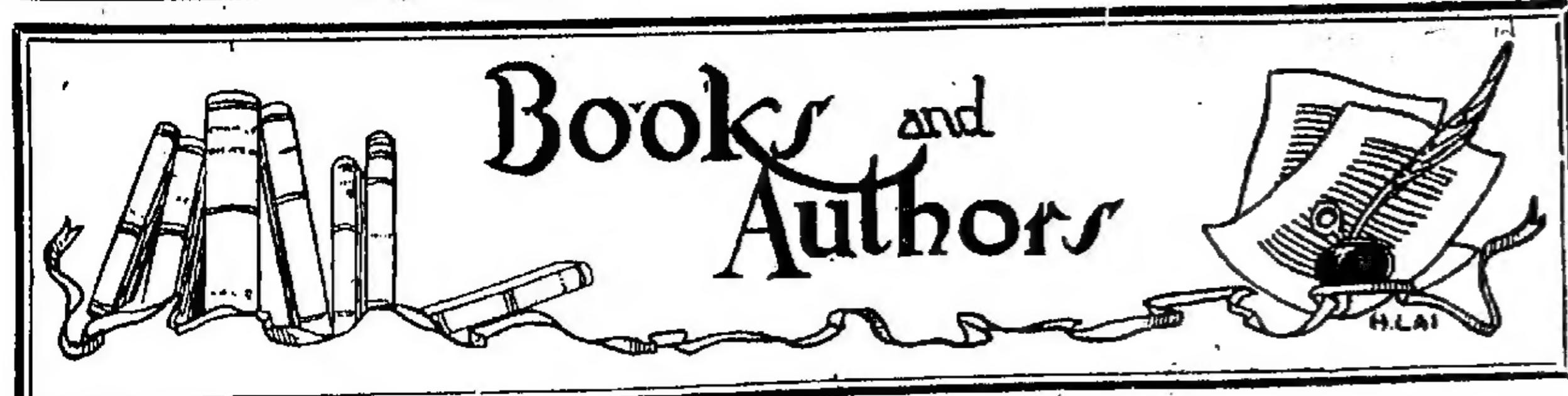
R.A.O.C.

Sgt. Sharpe, b A. R. Suffiad 2
Pte. Brooks, b A. R. Suffiad 0
Pte. Garner, b Sirdar Khan 5
Q.M.S. Trappit, b A. R. Suffiad 0
Pte. Corbett, b A. R. Suffiad 0
Q.M.S. Maccock, run out 14
Pte. Bryan, not out 25
L/Cpl. Gordon, c Nazarin, b Mohamed 4
Sgt. Dixon, c Madar, b Ackber 10
Pte. Thompson, b Nazarin 0
Cpl. Thompson, b Nazarin 0
Extras 7

Total (for 9 wkt.) 67

L/Cpl. Morgan did not bat.

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**"HERALD" REVIEWS****NEW NOVELS**

"The Six Proud Walkers," Francis Beeding, Hodder and Stoughton 7/-

Mystery and thrills in home with two young Englishmen and a young English girl in the thick of them! Geoffrey Carroll, jealous of the attentions that are being paid to his fiancée by one Blatchet, spends the day at a small village just outside Rome, and walking back during the evening is stopped by an apparent madman, who says that he is one of the Six Proud Walkers. Thence onward he becomes entangled in a mesh of mystery together with Diana, his fiancée and a colonel Granby. They are naturally triumphant over their antagonists at the end, but have what can be called "a pretty thin time" before that triumph is achieved.

Colonel Granby resembles in more than one way the famous Bulldog Drummond created by Sapper and the arch fiend, Caramac is little inferior to Carl Peterson except that he lacks an Irma.

A good story written in an interesting manner.

"As a Thief in the Night," R. Austin Freeman, Hodder and Stoughton 7/-

This, the latest Dr. Thorndyke mystery describes the death and avenging of one, Rupert Monkhouse. He, a confirmed invalid dies, but owing to some suspicion on the part of his brother, the funeral is stopped, and an enquiry made. A quantity of arsenic is found in the body and so the case becomes another arsenical poison mystery.

Dr. Thorndyke becomes involved and in his usual manner is responsible for finding out the manner in which the poison was administered and by whom. The murderer does not suffer the fate of murderers but commits suicide before arrest.

Like many other stories of the same type it is rather uninteresting in parts and the inquest is a long

drawn out affair and also Dr. Thorndyke's clever explanations are apt to become rather tedious.

Waddingford, secretary to Rupert Monkhouse, is a character in the book which cannot be given any definite place in the story.

Although this cannot be described as Dr. Freeman's best it is certainly diverting and thus a good book to read.

THE LITTLE DUCHESS

By Vincent Sheean. "Central News Agency" 5s. 6d. net.

The fly-leaf of "The Little Duchess" bears no reference to earlier works by the same author. If this is a first attempt it is full of promise. It is almost a perfect pattern of fidelity to the essential nature of the novel—a plain tale of the matter-of-fact deeds and thoughts of ordinary people. That the chief characters bear noble names and titles and move mostly in an atmosphere of affluence is beside the point. Vincent Sheean has presented them as ordinary human beings—which, of course, they are, though many modern authors appear not to think so.

Judith, a wealthy American heiress, marries Anthony, Duke of Lettwich, also incredibly rich.

She weds, as she thinks, an ideal of which Tony is the embodiment. But, having been brought up in the closely-confined atmosphere of the late nineteenth century, Judith is ignorant of the world and its ways.

In her new station, however, she soon discovers what lies beneath the veneer of social respectability. White Anthony is away at the Boer war she learns of his inconstancy, and the two remain estranged to the end of the story. But Judith remains loyal to her ideals, for the sake of her baby son. Through the perils of years that pass from the end of Queen Victoria's reign to the outbreak of the Great War, Tony comes and goes unquestioned. We are not concerned with him, but with the Duchess and her son, Ned, on whom she bestows all the tenderness of a devoted mother. In Italy she meets David Trevena,

the true embodiment of her ideal. They speak of love, but, bidding him forget, she returns home.

Then comes the Great War with its horrors. Tony, unfit for field service, takes up duties at the War Office. David, so Judith learns joins the Air Force. Ned, as the years pass, wants to fight. Judith is left alone, nervously scanning the casualty lists day after day. Then the Armistice; the rejoicings—but there is yet one more list of Ned, and David's name on it.

With Ned's coming of age, Judith, her ideals always foremost, decides that he must marry. Otherwise the estates will go to an uncouth Australian family who are her next of kin. But Fate follows Judith relentlessly. Appalling results of Tony's debaucheries during the years they have been estranged manifest themselves and, later, Judith sees her son in the company of the woman who has debased the father. The story finishes on a sad, fatalistic note.

"The Little Duchess" is the type of story for which most novel readers are always on the look-out. The characters, which are numerous, are all counterparts of real life, and the changes at work in the minds and actions of the principal actors are particularly well in keeping with the changes that were wrought from the close of the reign of Queen Victoria to the era of cocktails and jazz. The author's style is almost faultless in its simple directness and appeal. Even the binding of the book is better than usual. One only wishes that the English publishers had avoided the American idea of "simplified" spelling.

—H. T. F.

DECLINE AND FALL

By Evelyn Waugh. Chapman and Hall Overseas Edition.]

Mr. Evelyn Waugh has produced a novel that ought to give him a place among humorists of a distinct and not necessarily popular class. Mr. Evelyn Waugh (who is not to be confused with the precocious and over-boomed Alec, who

had a schoolboy success with "The Loom of Youth" and has been struggling ever since to catch up with himself) is the author of "Decline and Fall," an intensely funny story in places. Its characters move in a sort of farcical shadow; never do or say what is expected of them, yet always have a vague relationship with real human beings, to the extent that their most grotesque doings appear to be possible even when least probable. The hero, young Mr. Paul Pennyfeather, is discovered at Oxford, a bland, studious man with an eye on Holy Orders. In the course of a rag, wherein he plays the part of hare to other people's hounds, he is stripped and has to run across the quadrangle semi-nude. Pennyfeather seems to regard it as quite natural that he should be "sent down" as a result of this, for "indecency," whereupon he gets a post in a quite incredible school—a school so beyond all dreams of farce that it makes the story funnier than ever.

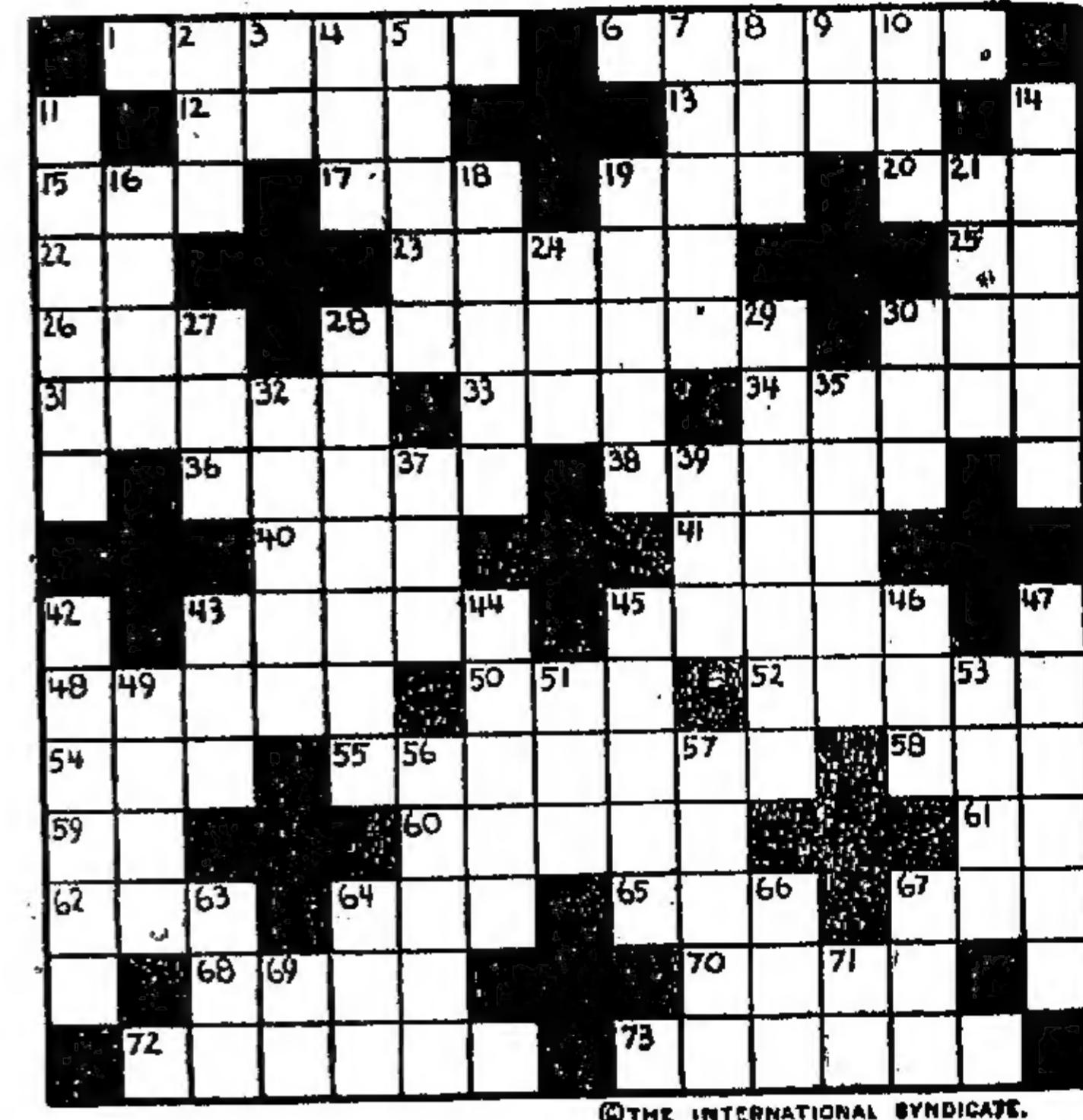
All the people here, as elsewhere, have a sort of fairyland quality that, far from spoiling the tale, makes it the prettier jest, and one would never be surprised to read of Dr. Fagan flying away on a crooked stick or of Sir Simon Philbrick, the butler, appearing with horns and tail as the devil.

Pennyfeather's career at this place and his later adventures, which include long spell in a sort of "Alice in Wonderland" gaol, his release aided by the Home Secretary and friends, who provide him with a death certificate as the result of an unfortunate operation for appendicitis, and his subsequent return to the University as a distant cousin of himself, provide the substance of the story. One should point out, however, that this substance is not exactly of the rarefied innocence of most fairytale fantasies, seeing that half the characters are rascals of the worst kind and that the hero's dash into prison life was the result, of all things, of an inculpable plunge into the White Slave Traffic! It is all so lightly done, however, as to be inoffensive enough, but one must point out that the book is for the more modern youthful reader; what would have been said to it twenty-five years ago is another question.

The chief attraction in "Decline and Fall" is the wit in the handling, the dialogue, characterisation and description being skilful to a degree and always the work of a cultured writer. The pathetic ex-parson-schoolmaster, Prendergast,

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



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HORIZONTAL (Cont'd.)		VERTICAL (Cont'd.)	
1—Used for writing	thing	65—Country in Europe	24—Seminary (abbr.)
6—Animals	66—Paragraph	66—Sailor	27—Farm animal
12—Highway	67—Conjunction	68—Southern State of	U. S.
13—Plant	69—Bricklayer	70—A patriotic hymn of	U. S.
16—One piece of cloth	71—Pronoun	71—On board	30—Decorative (abbr.)
17—Wager	72—A color	72—Removed	32—Colorless volatile liquid
19—Grow old	73—Oblong (abbr.)	73—Good-bye	36—Good-bye
20—Point of a pen	74—Short sleep	74—Imaginary evil spirit	37—Imaginary evil spirit
22—Preposition	75—Grassy field	75—Part of the body	39—Part of the body
23—A passage-way	76—Measure of surface	76—Harmony	42—Harmony
25—Preposition	77—A knot	77—Moved rapidly	43—Moved rapidly
28—Body of water	78—On board	78—Mexican fiber	44—Mexican fiber
29—School study	79—Removed	79—Brother of Moses	45—Brother of Moses
30—Political party (abbr.)	80—Support for a picture	80—Lighted	46—Lighted
31—Support for a picture	81—Australian bird	81—Model	47—A slender cord
33—Soft doughy mass	82—Recompense (pl.)	82—Anxious	49—Small swift animal
38—A step	83—Britannia	83—A beverage	51—Paved thoroughfares (abbr.)
39—Recompense (pl.)	84—Majesty (abbr.)	84—Thus	53—Identical
40—Hill	85—W—S. W. States of U. S. (abbr.)	85—A number	56—Brownish
41—Hill	86—Used to remove pencil marks	86—To remove	57—Silly
43—Harvests	87—Large tropical snake (pl.)	87—pencil marks	63—To pat
45—A spirit of the air	88—At sea	88—To hold	64—Girl's name
48—Fascinate	89—Book of the Bible (abbr.)	89—Photographs	65—Kitchen utensil
60—A book of the Bible (abbr.)	90—Armor for the thigh	90—Newspaper	67—A constellation
62—Armor for the thigh	91—Able to do some	91—Perform	69—Company (abbr.)
64—A book for holding photographs			71—Final reductions to clear stock.



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In April, 1927, the Acts of Java - China - Japan Gallantry List s.s. *Tjelboet* Rewarded left Hong Kong for the south with 2,000 coolies on board. Less than 16 miles had been traversed, however, before the vessel ran ashore on an island. There was a considerable swell at the time and a great danger of the ship breaking up or rolling off the rocks and sinking. The difficulties of the crew were added to by the fact that the 2,000 coolies were quite unused to the sea, and there was imminent peril of a panic. Signals of distress were issued, and the British Navy immediately responded, H.M.S. *Dragon* and a destroyer left Hong Kong at once, and H.M.S. *Frobisher*, the flagship of the First Cruiser Squadron, followed. They were soon on the scene, and cutters were sent from *Frobisher* and *Dragon* to take off the passengers and crew.

The task was no easy one, for in the heavy seas a high degree of seamanship was called for. But it was safely accomplished, and the 2,000 coolies were transferred to a waiting tug after the cutters had been away from their ships for eight hours. There was a sequel at Home to this act of gallantry. At the R.N. Barracks, Devonport, the Commander-in-Chief of the Plymouth station (Adm. Sir Rudolf Bentinck) presented on behalf of the Government of the Netherlands gold and silver watches to five men who had participated in the work of rescue.

Gold watches were handed to two leading seamen, William J. Bonstow and John W. B. Dixon, who were the coxswains of the cutters from *Frobisher*, and silver watches were presented to Able Seamen William J. Andrews, James Ellacott, and Joseph Kidd. With the exception of A.B. Kidd all the recipients are now attached to the R.N. Barracks. A.B. Kidd is serving in H.M.S. *Defence*. Rear-Admiral W. H. D. Boyle, C.B. (now Vice-Admiral) commanded the First Cruiser Squadron when that unit was detached from the Mediterranean for service in China during the momentous times of 1927.

Was talking to someone about terrible blunder which has just occurred in India when a pilot got the wrong signal and released a bomb which did a lot of damage among the Poona Horse. The local airmen said they could not see that the pilot was to blame, though there is certain to be a court-martial about the regrettable affair.

"Familiarity breeds contempt," the old Breeds saying goes. I Contempt would not go nearly so far in summing up Hong Kong's appreciation of the presence of the Royal Navy; but it needs a place like Jesselton, in British North Borneo, where a flagship's call is a very rare event, to show how much the social life of a place can be affected. The following are excerpts from the *B.N.B. Herald* after the visit of Vice-Admiral Sir Reginald Tyrell:

On the evening of Kent's arrival H.E. the Officer Administering the Government and Mrs. Maxwell gave a dinner at Government House. The next morning the O.A.G. went on board to pay an official call upon the Admiral. He was received with the usual ceremonial. The Admiral attended by his Flag Lieutenant, then returned the call and was received on landing by the Resident and other officers; a guard of honour was in attendance and a salute of 15 guns was fired.

Official calls being concluded, most of Sandakan, tearing itself away from offices, went off to call. The Officer Administering the Government and Mrs. Maxwell were at home at Government House in the afternoon. Dancing, bridge, billiards, mah jong, refreshment and congenial company were there in abundance and everyone enjoyed themselves. Kent kindly treated us to real music from a live band and even the penile "chik-chak" paused in their perambulations round the walruscoting to lift a lifting shoulder to the crooning of the saxophone.

Kent was at home at 9.15 p.m. the same evening. Rain fell just before the guests put off to go

aboard. "M--mm!" said everybody and hoped for the best. Practically the whole of Sandakan was there. The Quarter Deck had been converted into the most delightful naughting-place imaginable. Bunting, lanterns and greenery amongst which nestled seductive roses gladdened the eye on all sides. Masked lights glowed discreetly from gratings and excrencences in the deck which undoubtedly hid some grim and horrid engine of war. Our aesthetic senses having been soothed by the beauty of our surroundings, song, dance and that hospitality for which the Navy is renowned completed the enjoyment of the occasion. And somebody suggested we should scrap the British Navy! That everyone enjoyed themselves royally can be best shown by the alleged fact that a certain gentleman, having landed from the G.M.L. *Berhala* at the wharf in the pouring rain, promptly got back aboard again and said to the serang, "Sais! pergi rumah."

The next day was Christmas Day. It rained. It rained. It rained 6½ inches of rain. If the rain had been millions of population instead of rain it would have equalled the population of the country of Austria, but it wasn't. It was rain. It stopped Kent giving a concert on board. It kept people away from the very excellent Carol-singing in St. Michael's Church by Kent's Carol Party. It did not, though, stop many convivial parties being held that night and the bruit of song re-echoed from the hilltops far into the dripping moon. A landing party from Kent, some 250 strong, delighted our hearts with route march, led by our gallant C.P.O. and the Royal Marine Band, on the morning of Boxing Day. "Al-yah!" said the Town, looking on. "Alah!" said the Kampong, and "Astagar!"

In the afternoon Sports were held on the Reclamation-ground. There was a good turn-out and the rain did not start until at least half way through. Jack ashore is a cheery fellow. One got past the Starters with the name of "Cardno." This form of Cockney wit was apparently unknown to the harried Starter and the joke caught on so well that anybody with a name like Jackson promptly turned it into "Jackson." The Comic Relief was a distinct success and did much to compensate for the damping of the rain. Fairy-like Phyllis with her gristy legs and her tousled companion, the "bookie" and his clerk were true works of art and appeared to derive quite as much pleasure from their antics as did the crowd.

Rugger followed. A tarpaulin instead of the more conventional veil is the only thing to draw over this. The captain of Kent's side strode on to the field attired in a most aggressive-looking scrum cap (with, of course, usual other clothing) which caused Sandakan's morale to fall several points and undoubtedly brought on the rain. An incredible amount of rain seemed to fall on the ground where it lay about in a decidedly awkward manner. Kent had some "threes" who, when they got going, were pretty to watch but the ball was mostly on the ground—in the mud—mixed up with forwards and halves. Kent emerged from the morass victors by a placed goal and two tries to nil. Sandakan was outweighted in the scrum and lost the services of MacAskill who hurt his back early in the game. The verdict was, Well done everybody (spectators included) for it was truly a dudgeon!

There was a dance at the club after dinner on Boxing Night. Again Kent's band treated us to a feast of real dance music. Merrymaking continued until a late hour, assailed by comic hats, balloons and streamers. Kent sailed the next morning for Macassar. The Sandakan Hotel catered for the needs of the Warrent and Petty Officers of H.M.S. Kent, the Cinema Hall in Guille-mard-road having been converted into a Canteen for the men. It was a pity about the rain. It prevented a lot of the rural wandering about our beautiful countryside which seems so dear to the hearts of liberty men.

While H.M.S. Kent "Hermes" visited Jesselton, the in the aircraft carrier, South H.M.S. *Hermes* (as recorded in the Hong Kong Press from time to time) paid a call at Kudat. What happened there is also recorded in the *Herald*, as follows:—Two seaplanes arrived at 6.30 a.m. from Jesselton and had hardly got properly moored before half a gale from the N.E. hit us. Eight inches of rain fell between then and 4.30 when *Hermes* arrived and as a consequence the football match had to be cancelled and the sports, arranged for the next day, looked doubtful. Saturday, however, dawned dry and fortunately remained so.

In the morning the Air Force amused themselves and terrified us by a stunt flying over and around the parent-ship.

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RUGBY INTERPORT.

THE HONG KONG FOOTBALL CLUB

Versus

THE SHANGHAI RUGBY UNION FOOTBALL CLUB.

This game will be played on the Club's ground, Happy Valley, on SATURDAY, 9th February, at 3.30 p.m.

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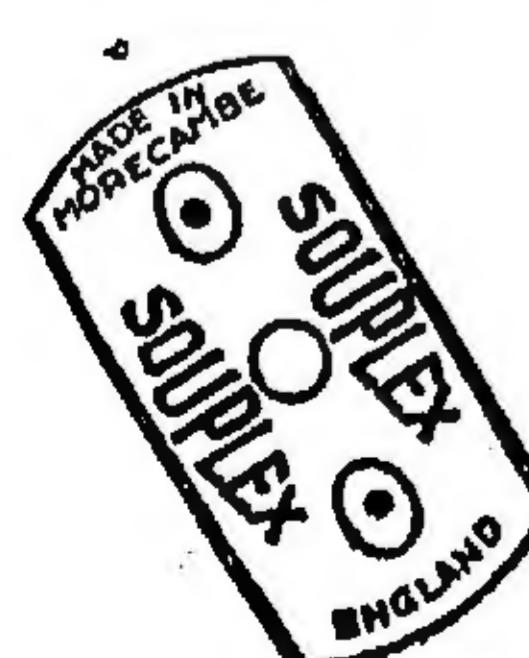
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HONG KONG, SUNDAY, FEBRUARY 3, 1929.

Only a Dollar a Month Is Asked For

THE most satisfactory note struck at the annual meeting of the Benevolent Society on Friday was contained in the fact that there has been better support from the community in the way of contributions; the most unsatisfactory note was contained in the fact that the year under review revealed more distress than in any other year, 141 persons being obliged to approach the Society. And, despite the splendid efforts of the officials, the increase in necessitous cases is very likely liable to outstrip the increase in funds, which gives point to Mr. R. Sutherland's earnest appeal at the meeting for the establishment of a regular income. His scheme, in one sense, is not an over-ambitious one; he merely asks for a contribution of one dollar a month from all who can afford to pay—yet, such are the workings of human nature, it is going to be a difficult scheme to put into full effect. Many who would give, say, fifty dollars in a lump sum to such a deserving cause if properly approached, would jib at the regular donation of a dollar every month-end, as much through sheer laziness and forgetfulness as through anything else. Still, that twelve dollars a year, as past efforts of the Society well show, means a mighty lot to the unfortunate fellow-European who is "up against it"—and he is generally completely in difficulties by time his circumstances come to the attention of the officials.

The above brief outline of the position of the Society should be sufficient to obviate what was termed at the meeting as "a sense of false security" creeping into the minds of those able and disposed to give in coin or kind. Receipts were better last year, we cannot emphasise too definitely, because the workers for the Society made special efforts to make them better, and not because the blessed virtue of charity was any more rampant in the breast of the citizens of Hong Kong. The meagre sum of less than two thousand dollars which the balance sheet shows on the right side is as good as spent in school fees for the youngsters the Society is attempting to set upon their feet by way of an education of a kind. There are over twenty of these children and the Society is entirely responsible for their fees and thus has a recurring obligation in hard cash to meet. Of the adults for whom the Society provides, little need be said; they are the needy, the unfortunate and the frail, but all, in some degree or other deserving. The Society, no more than anybody else, is not its brother's keeper and exercises the broadmindedness and accumulation of human understanding of its officials in dealing with the demands made upon its resources. Of that there is no doubt.

The balance sheet which has just been published for the past year puts the case for the Benevolent Society in the proverbial nutshell. Members' donations, etc., came to but \$781, life members produced another \$350, the Kadoorie Trust annuity the sum of \$443. Then there was a Government grant of \$1,000 and Hong Kong Club debentures realised another \$1,000. This total after providing for the education of the Society's children, left less than \$700 for the relief of cases, passages, etc. The amount outlayed on these and other necessary objects, was met by donations (to secure which an amount of advertising had to be undertaken), subscriptions and, to a small extent, a Yacht Club debenture. As the relief of cases, school fees, the renting of accommodation for destitutes and passages involved an expenditure of \$6,000, it can be seen at a glance, therefore, that the Society's financial position, even in a "good" year, is a precarious one. Mr. Sutherland's scheme of a regular contribution by all who can afford it is an excellent one; another excellent one, in our mind, could embrace a serious approach to our sporting clubs and institutions. Comparisons, of course, are invidious, but we cannot help remarking upon the generosity of, say, the Shanghai Race Club to such causes as the one under review. The resident who can afford to pay to "back his fancy," or for his golf, his billiards, his football, and so on, is most able, we imagine, to assist his less favourably-situated brethren.

HONG KONG FAIRY STORIES

The recent drizzles have solved the water problem.

Prize-giving ceremonies have of late in Hong Kong been conspicuous by their absence.

The staff, pupils and everybody connected with King's College quite agree that Queen's College is the Colony's premier scholastic institution.

The result of the inquiry into the motor coach derailment is regarded as satisfactory by all concerned.

The all-winter shorts-wearing brigade are welcoming the cold "snap."

Elderly club members have agreed to eschew hot whiskies and lemon during the prevailing seasonable weather.

Judge's Soliloquy

Mr. Justice Wood's solicitude for Chinese, especially those of the so-called poorer classes, was evident on Friday when he sat in Summary Jurisdiction on the first day after returning from Home. No wonder he is held in such esteem by the Chinese with whom he came into close contact during the years he was First Police Magistrate and when he was a Cadet Officer before that. One litigant, appearing in person, was informed that an adjournment would be ordered. His Lordship suggested this Friday. The litigant nodded, indicating that he comprehended. His Lordship immediately added (words to this effect): "That day is the day before China New Year Eve; would you prefer the following Friday?" The reply, with a smile of appreciation, was in the affirmative. There may be even kinder judges, but Mr. Justice Wood, with his experience, knows that every Chinese tradesman will be exceptionally busy between now and next Sunday; and his consideration for the convenience of the Chinese should, in these days of publicity, be made known as widely as possible.

Photographer Chased

Press and other photographers were not allowed to approach within focusing distance at Happy Valley on Thursday morning when Vice-Admiral Sir Reginald Yorke Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L. (Oxon), who has relinquished his post of Commander-in-Chief, China Station, held his farewell review. Which is a pity. Of course, the Royal Navy needs no advertisement. But the Briton who takes pride in the Senior Service—and who doesn't at some time or other?—likes to see "close-ups"

PLEASE NOTE.

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of a R.N. review in his paper. There are times, however, not the present apparently, when a show of Royal Naval force is desirable. We remember the route marches through the city in 1925, presumably at the request of the Hong Kong Government, when assurance for the populace was needed. The Royal Navy took a prominent part in such displays here. In Shanghai, units drawn from the China Squadron were often to be seen in the streets. And photographers were not chased off. Why now? we ask.

What's In a Name?

Anything that is topical is now seized upon by Chinese cigarette manufacturing syndicates as the name of a new brand. When Mei Lan-fang, China's greatest actor, was down here from Peking, somebody came out with a Mei Lan-fang cigarette. Another make is known by Dr. Sun Yat-sen's name. We were reminded of this by the wrath of Mr. R. E. Lindsell, First Police Magistrate, the other day, when he admonished a hawker who was not licensed to sell "gaspers" and did wrong by doing so. On the other hand, there was a hawker who also contravened regulations by selling Chinese calendars when he had no business to be doing so. He got off without being fined. His Worship observed that it was China New Year time. Calendars, produced in thousands by lithographers and distributed usually gratis as a form of advertisement, are very much desired. He is a very kind "uncle" indeed who produces half a dozen at the right time for the chinsmen in "Canton more far." But that is not the point. Since Mr. Lindsell sympathised with the hawker of calendar because such were seasonable, we have been thinking whether the other man ought to put his money in a "New Year" or "Tsun Lei Teng" brand!

This is the age of pot-holed wisdom, and self-Wisdom domes can the process of concentration have been more remarkably complete than in Benn's sixpenny Library series. In one of their latest publications, "Marriage," Professor Westermarck has succeeded in concentrating some of the essence of his great work on the subject. Professor Westermarck works from first-hand knowledge, for he spends a part of each year assisting at the rites of various primitive peoples, especially the Moroccans. He has demonstrated that the problem of who is boss in the home is not so modern as we are apt to think it.

WHAT THING

by
"CAN DO."

band. She hangs on the animal a necklace to make the husband weak and harmless like a woman; and when its stomach has been removed, she puts her right foot on it.

The Professor is of the opinion that marriage always exalts humanity itself omerged. It has, however, taken conceivable form, from monogamy and polygamy, the forms with which we are quite familiar, to the marriage, either temporarily or permanently, of one woman with several men. Although usually marriage is regarded as duty to the family and the State, it is not entered into lightly when the bridegroom is required to give proofs of his fitness.

Among the Marcusis of New Guinea . . . without flinching he suffers the infliction of wounds in his flesh, or he allows himself to be sown up in a hammock full of fire ants . . . In British East Africa, too early marriage is prevented by the rule that no man may marry until he has killed a crocodile, and given a part of the fish to the woman to eat. This sort of thing must lead him to weigh up very carefully beforehand the merits of the maiden.

Another interesting Where Plague little volume of this Started series, "The Black Death," by G. G. Coulton, shows the Middle Ages have been hardly more advanced in their views of the world than the primitive peoples whose customs Professor Westermarck has studied. Here is an account by the chronicler of Este of the origin of the plague:

Between Cathay and Persia there rained a vast rain of fire, falling in flakes like snow, and burning up mountains and plains and other lands, with men and women; and thence arose vast masses of smoke; and whosoever beheld this, died within the space of half a day; and likewise any man or woman who looked upon those who had seen this smoke died also.

Forty-seven years Australia's after the foundation Millions of Sydney the population of Australia, exclusive of aborigines, was 113,354. For the year ended June 30, 1928, the increase in the population of the Commonwealth was 116,965. In this one year Australia added to her population just about as many people as she possessed at the end of the first half-century of settlement. Australia had at the end of June 6,284,394 people, or 848,651 more than she had at the census of 1921. Every year there is added to the total the population of a city larger than Newcastle, the sixth largest town in the Commonwealth. In 10 years the increase in population would suffice to fill a new Sydney.

The rate of increase since 1921 First has been equal to 2 per cent. a year. It must be remembered that if the rate of increase is maintained the number added grows greater year by year. When the population reaches 10,000,000 an annual increase of 2 per cent. will mean 200,000 more people every year. And there seems no reason why these should not be 10,000,000 people in another quarter of a century. There is likely to be an increase in the number of migrants arriving in the near future. And while Australian vital statistics compare favourably with those of many other countries, there is room for a good deal of improvement. There is still a great wastage both of child life and of adult life. To many vital statistics do not seem a very live subject. Yet, after all, the real strength and the real greatness of a nation lie not in bricks and banks, in arms or in wealth, but in its people.

It has been said many English times that of all the Dancing dancing girls who go to Paris, English girls are by far the best. Music-hall audiences never weary of their wonderful and precise "team" work, their smiling faces and shapely figures; and the Yule-tide boom in plays of the lighter type has again led to many handsome tributes being paid to them. How much English dancing girls are an institution in Paris may be judged by the fact that they have their own home on the slopes of Montmartre. English dancing girls are independent. They earn good salaries and, they pay for what they receive. The home is run on excellent lines. There are fixed rules. The girls return to the home at a fixed hour, and any admirers who dared to follow them there would find the door shut in their faces.

HONG KONG & DIRECTORY

1929 Issue.

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Hongkong Sunday Herald.

ILLUSTRATED SECTION.

HONG KONG, SUNDAY, FEBRUARY 3, 1929.

9



BOARD AND STAFF OF TUNG WAH HOSPITAL.—Hong Kong's premier Chinese institution of charity. In the centre of the front row is Mr. Tang Shiu-kin, the chairman of the directors elected for last year, with his retiring colleagues. His father, Mr. Tang Chi-pong, donated a large sum to the University. Also in the group are members of the Hospital's medical staffs ("western," some products of the University; and "Chinese") and the secretarial staff.—(Kwong Ngai).



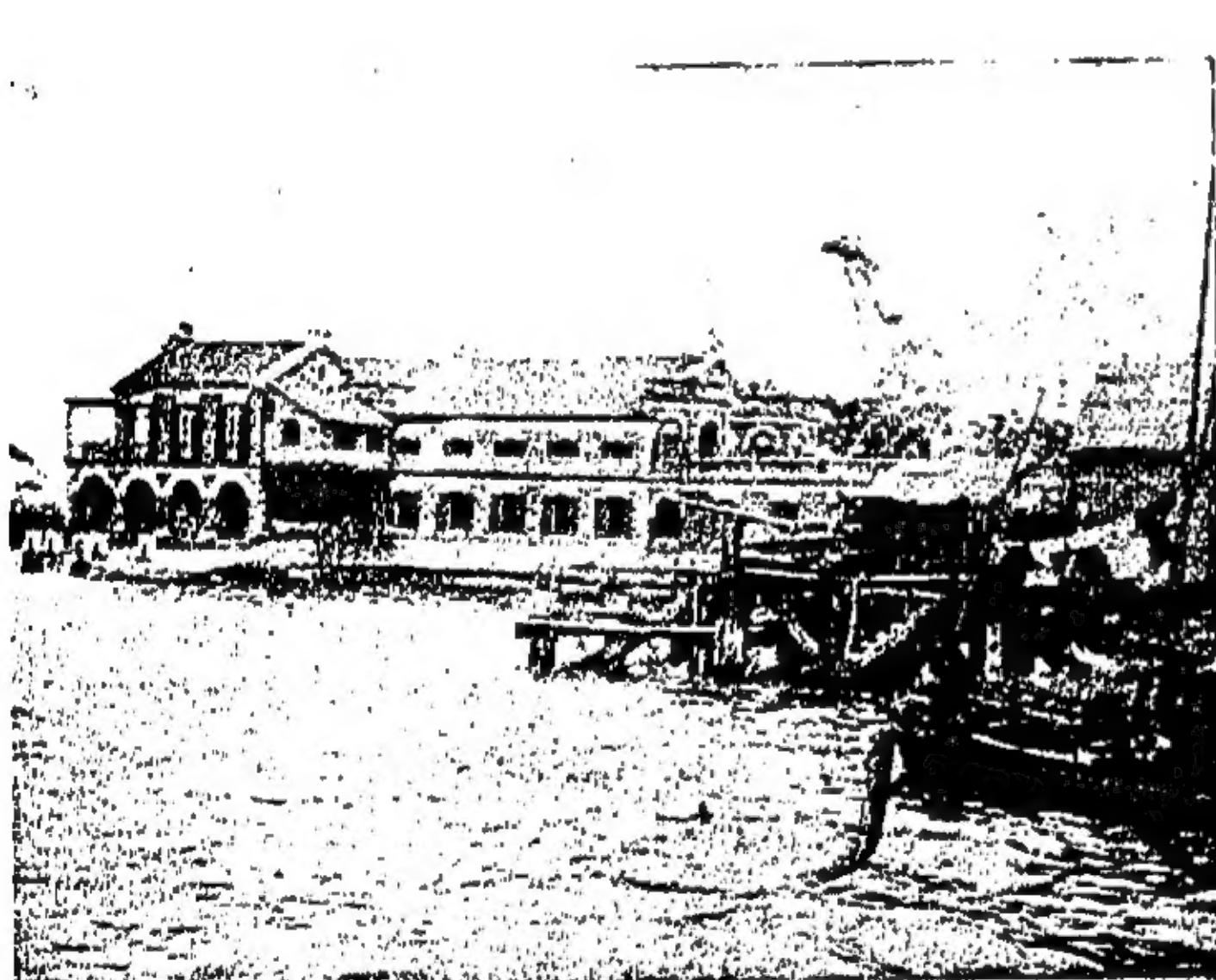
THIS LITTLE CRAFT IS OFF TO AMOY.—Sea-going vessel alongside Queen's Pier.



CONCERT PARTY.—At the 37th monthly concert for Sailors and Soldiers of all nationalities held at the Navy Y.M.C.A., Shanghai, when Miss Dora Trachtenburg was an able accompanist and the little Misses Dorothy Ruchwaldy and Luba Bereovitch made a successful debut in classical dances. In the course of a speech, the Rev. Borst-Smith (a patron) thanked the Band of the 1st Bn. Northamptonshire Regiment for their delightful music under the most able conductorship of Mr. H. Hope, A.R.C.M. (seated in centre), the Dramatic Section of the R.W.A. for their cleverly sketches ably produced by Mesdames A. J. Stewart and R. A. B. Young, and others who took part.—(Ah Fong).



HOCKEY TEAM.—Of the Machine Gun Co., 2nd Bn. King's Own Scottish Borderers, winners of the Wilkinson Hockey Cup, 1928-1929.—(K. Fujiyama).



VIEW OF THE VICTORIA RECREATION CLUB.—Taken from the waterfront, a Naval Yard crane in the background.



NEW MORAL ASSOCIATION FORMED IN NANKING.—On the occasion of its formal opening at Nanking recently, the above photograph was taken showing the staff of the Officers' Moral Endeavour Association. Left to right, sitting: Col. J. L. Huang, Marshal Chiang Kai-shek, Mrs. Chiang (nee Miss Mei-ling Soong), and Col. M. T. Tchou.



THE NANKO SHISIMA.—Which is the Japanese Ode and Poem Society of Hong Kong, holding meetings at the Nippon Club, Whiteman's building.—(K. Fujiyama).



MARSHAL LI CHAI-SUM'S BROTHER.—Mr. Li Chai-man, a medical graduate of Heidelberg, who has just returned to China and is in charge of one of the military hospitals in Canton.—(By courtesy of Mr. Charlie Wong).



MISS BARBARA WALKER.—Another of Miss Violet Capell's clever pupils appearing in the forthcoming Displays. Queen's Theatre 27th Feb. and Star Theatre, 2nd March.

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The Woman's Page

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Beaded Gowns



BEADS

CHANGING FASHIONS IN SIZE AND COLOUR

A famous woman traveller has just been explaining that there are changing fashions in stringing beads among the women of the African and Arabian deserts, just as there are changes in the hemline of frocks in the Rue de la Paix—and the changes occur almost as often in the desert as they do in Paris. And indeed beads, and the possibility of discovering new uses for them and new methods of using them, appeal to the Parisian almost as much as to the Arabs or the Sudanese.

To speak of London, however, a woman there now makes copies of any pearl necklace in imitation pearls. And now that a method has been discovered of boring holes through real jewels like emeralds or rubies or sapphires without much waste, her scope has been enormously extended. For example, a new chain in imitation of latest idea for real stones consists of a series of five pea-sized and round pearls strung between rough-cut green beads that closely resemble emeralds. The green bead is oval, and only one such bead goes to every five pearls, while the chain is just a little longer than a "choker."

The trouble with bead chains is that new designs can so quickly and easily be copied very cheaply. An idea that has only just come from Paris might easily be used for gifts at the beginning of the dance season or for other presents. Four strands of silk, each about seven inches in length are needed. On each beads are strung in series of four until the length is covered, when the four strands are inter-

(Continued at foot of Next Column)

Despite the effort to hold the winter season to its formal effects in draping and bows, in bouffants and tiers and dipped hemlines, there is every reason to believe that Paris has listened to popular demand and has returned the beaded evening gown to its exalted place in the scale of smart clothes.

The beaded evening frock is generally severely simple in line and does not permit exaggeration of the mode in any sense. It relies entirely upon its shimmering beauty and the grace of its line and is as practical as it is lovely and generally extremely becoming. Its lines,

while apt to lean towards severity, are also graceful and the weight of the beads generally flatters the figure.

One-tone effects are being expressed in terms of chic in this season's beaded gowns. The all-silver and all-gold gowns are particularly striking examples of this type of dress.

Doris Dawson, in First National's "Scarlet Seas," has added a stunning beaded dress to her wardrobe. It is of crystal and jet beads developed in bold half-moon designs and is fringed in half-moon outline in the two colours as well. A high-tied belt of silver ribbon and a shoulder gemina add interesting notes to the costume.

The modernistic feeling is emphasised in the ensembles that are being worn by the younger generation at all sports activities and on the campus. Two or more shades or colours are cleverly combined in geometric patterns which are now pretty generally accepted, whereas they were once looked upon as too exotic for ordinary use.

These modernistic designs may prevail in the blouse only, or they may dominate the entire ensemble and be worked into both jacket and skirt as well. Sometimes it requires the entire costume to carry out a single design.

In many ensembles the coats are long and are of warm tweeds that

twined and knotted together. A neat white metal clasp completes the necklace. The novelty is in the beads used. They should all be smooth, clear, and about the size of a small pea, and their colours should be white, sapphire blue, ruby, and green in that order. Both very tiny and very large beads are out of fashion momentarily. This variety of bead used to be seen in fringe for electric light shades.

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TWEEDS Are at Their Height



The ensemble costume is at its height. It is importantly seen in all fabrics, but it is notable for its chic in tweeds and jerseys. There is a definite air of swank to the tweed ensemble that makes it desirable for variety of purposes. It ranks high in smartness for sports and is equally appropriate for shopping and there is nothing to take its place in both fitness and style for travelling.

There is a quiet to the new winter tweeds. In themselves they offer wide choice in patterns and colours and the plain fabrics that create their blouses or sweaters are stunningly combined in cubistic patterns.

The modernistic feeling is emphasised in the ensembles that are being worn by the younger generation at all sports activities and on the campus. Two or more shades or colours are cleverly combined in geometric patterns which are now pretty generally accepted, whereas they were once looked upon as too exotic for ordinary use.

These modernistic designs may prevail in the blouse only, or they may dominate the entire ensemble and be worked into both jacket and skirt as well. Sometimes it requires the entire costume to carry out a single design.

One-piece dresses that are worn beneath tweed coats are found in flannels and wool crepes as well as jerseys. These are stunningly de-

signed to point their general simplicity and still exert subtle influences in seamings and geometric patterns to lift them from a too pronounced severity.

The two-piece frocks are most interesting in their different designs. The tuck-in blouse that has become so fixed a tradition this season is seen in many of the jersey dresses. These use tucking across the front and buttons in the coats as are the straightline models or those that emphasise a flare.

In general, straight lines predominate. Wrap-around effects are seen, too, and these point the way to occasions more formal than sports. Fur trimming, on the tweed ensembles is in evidence. Lynx, a favourite of sporting clothes this year, often finds itself lavishly used as a trimming for collar, scarf or a straight line all the way down the front of the coat.

In a good many instances the tweeds are used without fur and rely upon colourful embroidery, modernistic designing and scarf treatments for trimming. The colourful combinations alone make them appealing.

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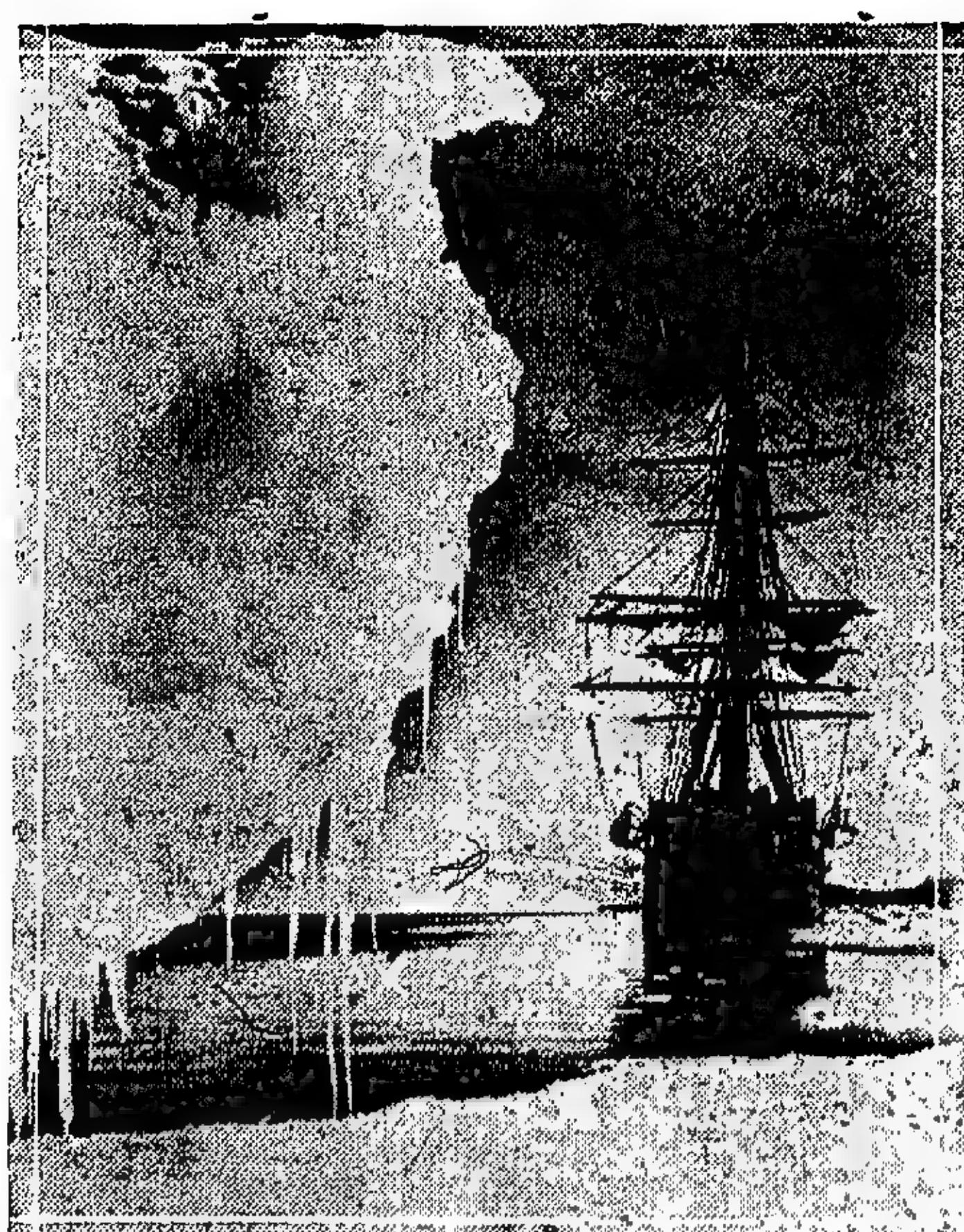
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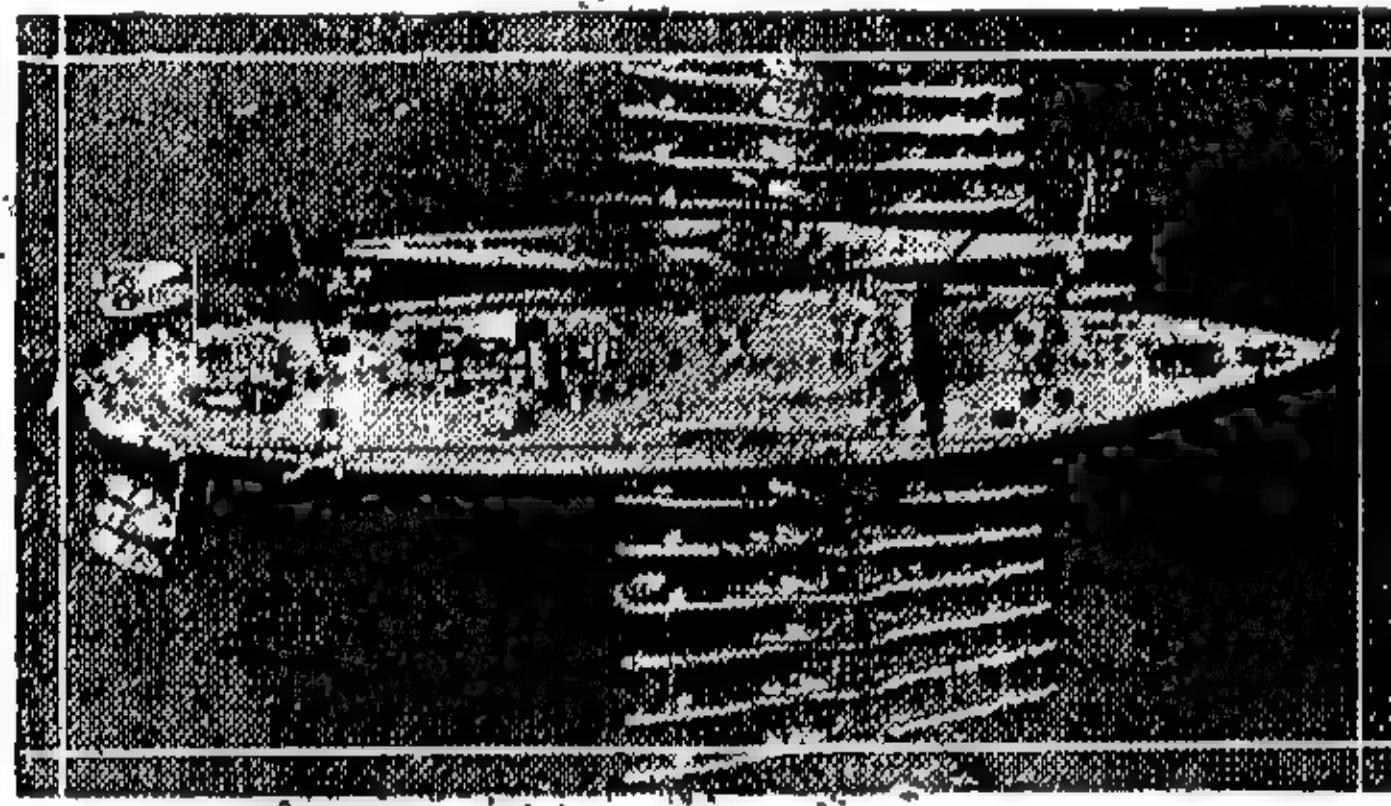
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ROUND THE GLOBE IN PICTURES.



One of the first pictures to be released showing portions of the South Pole expedition led by the late Captain Scott, of Britain, who died in the attempt to conquer the South Pole regions. This picture shows the "Terra Nova," one of his ships standing beside a huge iceberg. This is one of the pictures taken from negatives found beside Captain Scott's body.



An unusual air photo of a mother-ship (the U.S.S. "Holland") with other boats off-submarines. There are two subs of the "S" type and the long one is the "U" - an interesting picture showing how submarines grow.



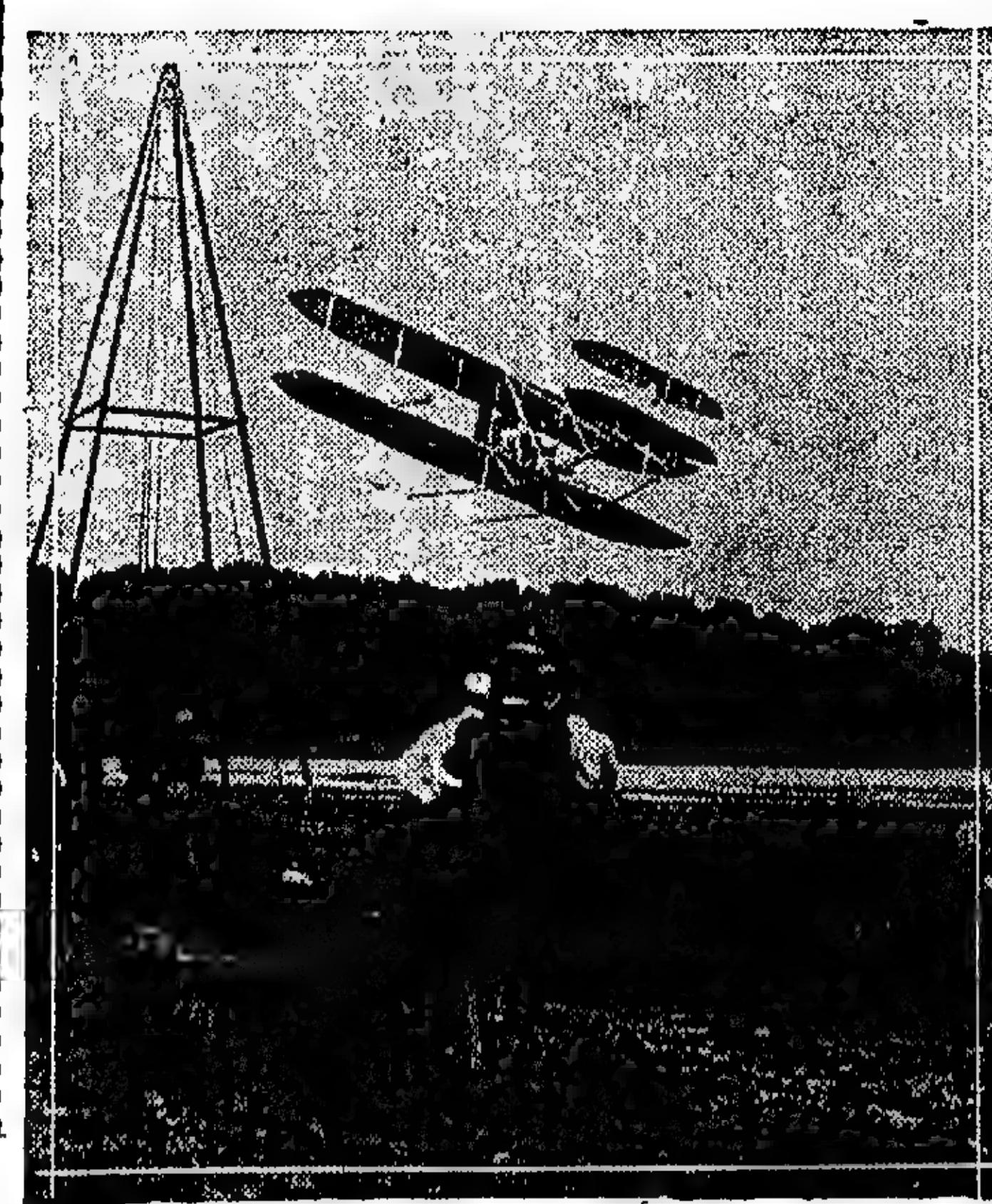
Col. Charles Lindbergh (left), the first man to fly the Atlantic, and Mr. Harry F. Guggenheim, head of the Guggenheim Foundation for the Promotion of Aviation, both of whom attended the recent International Civil Aeronautic Conference.



Ormond Beach, Florida.—The multi-millionaire, Mr. John D. Rockefeller, out for his round of winter golf, being welcomed by Mayor George N. Rigby. Mr. Rockefeller appeared in excellent health and spirits.



Mrs. Chao-chu Wu (who is very popular in Hong Kong), the wife of Dr. C. C. Wu, the Nationalist Minister to the United States. She declares that the ancient customs of China are fast disappearing and the women have forsaken the old-time skirts and other old-time ideas to enter politics and take over positions which men were formerly employed.



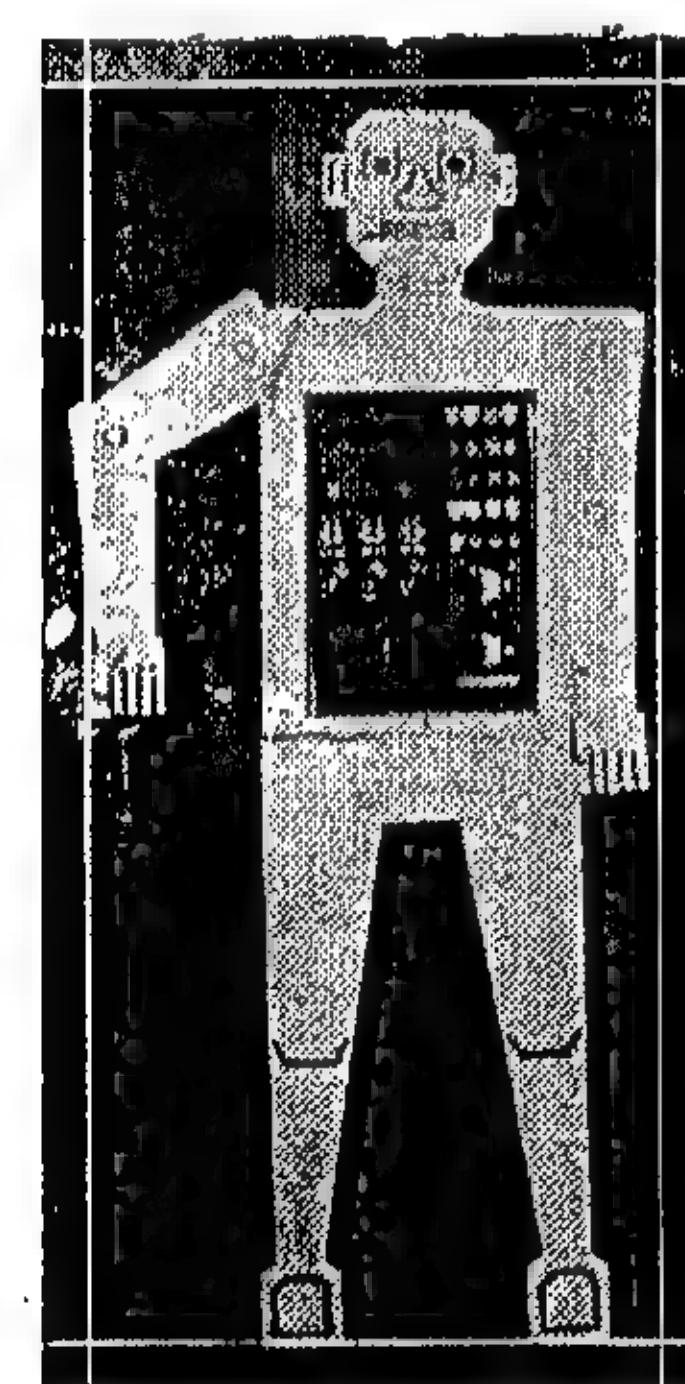
A view taken in 1908 with Orville Wright in his plane passing the starting derrick (left). To-day Mr. Wright is hailed as the greatest living benefactor of aviation—an honour conferred upon him at the International Civil Aeronautics Conference 25 years after his first flight.



London. — Viscountess Falkland, known in business as Mrs. Ella Falkland, wife of the Premier Viscount of Scotland. She kept a smart dress, hat and novelty shop in the West End, but the shop has gone into bankruptcy.



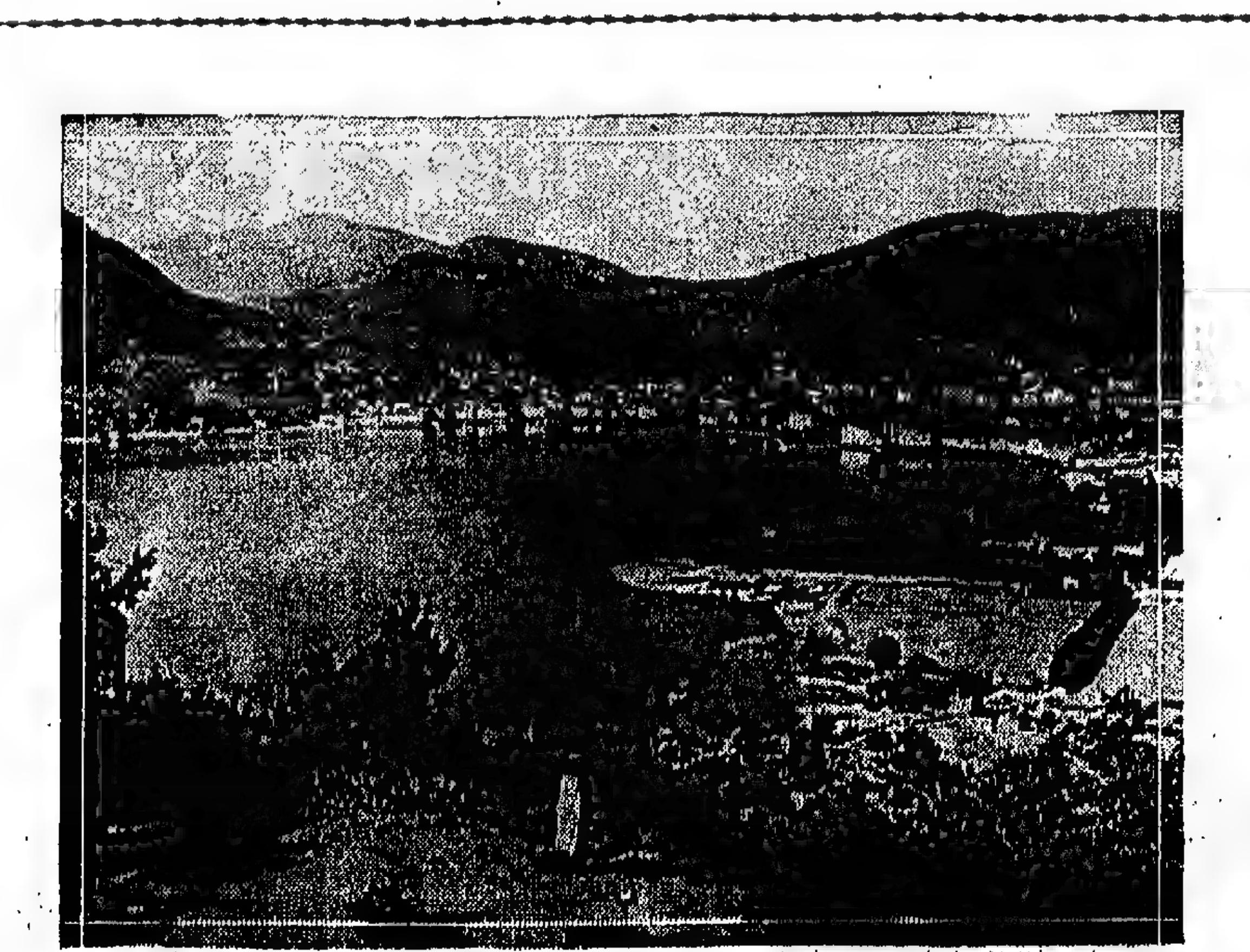
What is called the Rocket-Cannon—a dare-devil stunt performed by Paul Leinert at Berlin. Left, the human projectile (at top of picture, centre) is shown hurtling through the air from the apparent explosion of the cannon. He shoots up 50 feet and lands in a net near the ground. Right, Leinert waving to the crowds from the mouth of the cannon. The device is said to be worked by the use of a powerful spring.



"Mr. Televox," the mechanical man developed by the Westinghouse Electric Co. It is capable of operating electric lights, running a vacuum cleaner and doing other odd jobs.



The archaeological field expedition of the University of Pennsylvania in their excavation work at Biblical Beth-Shanhuhs recently unearthed this small bronze model of a terrier-like dog. This was found in ruins of the Seti I level, dating from 1318 to 1292, B.C.



An interesting view of Lugano, Switzerland. It is in this little village that the question of naval armaments between the various countries was discussed.

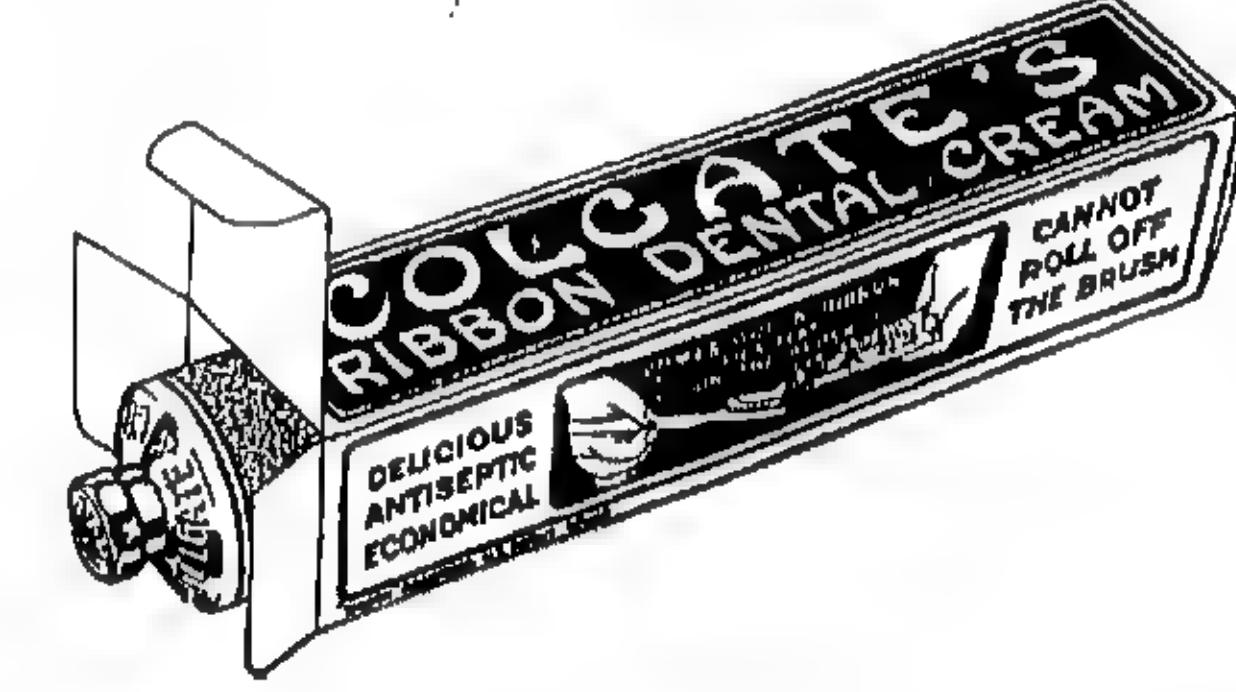
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LEE GARDEN

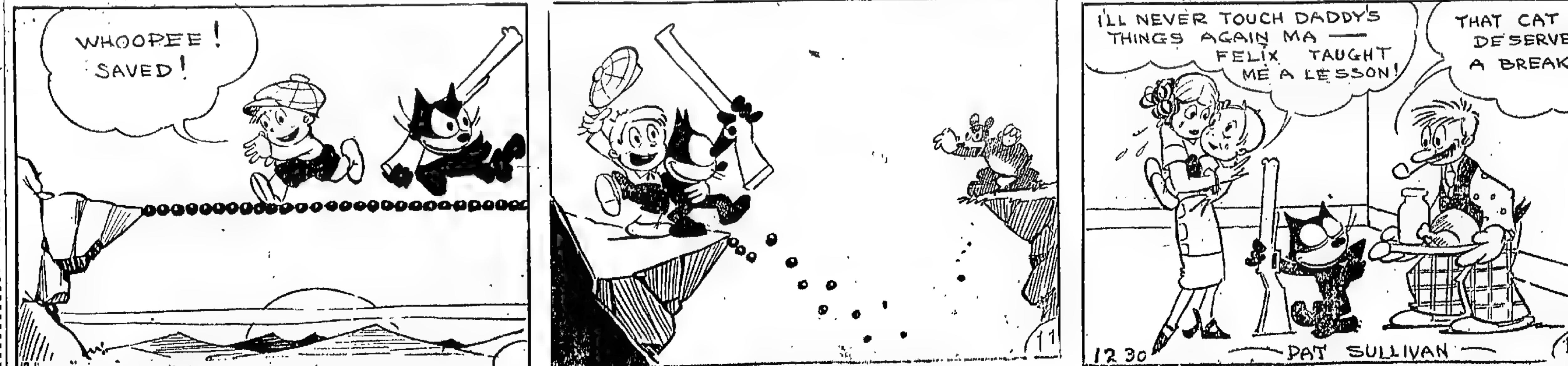
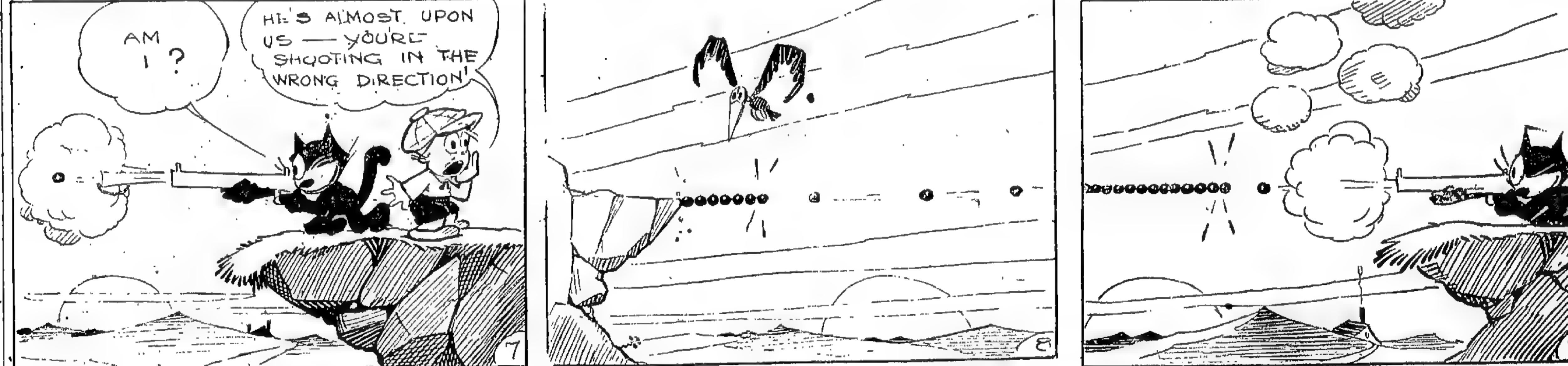
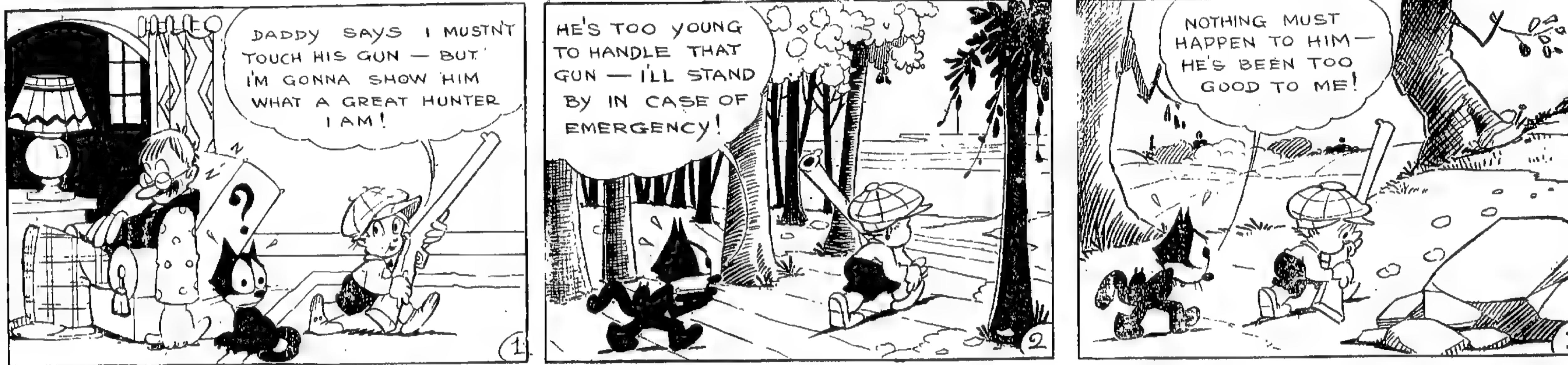
(at East Point, Causeway Bay. Trams stop at gate).

20 cents per head to see everything

- Every form of Chinese entertainment.
- Collections of wonder.
- Plain, Chinese meals for Europeans.
- A chance to see things of wonder and magnificent beauty. All for 20 cents.



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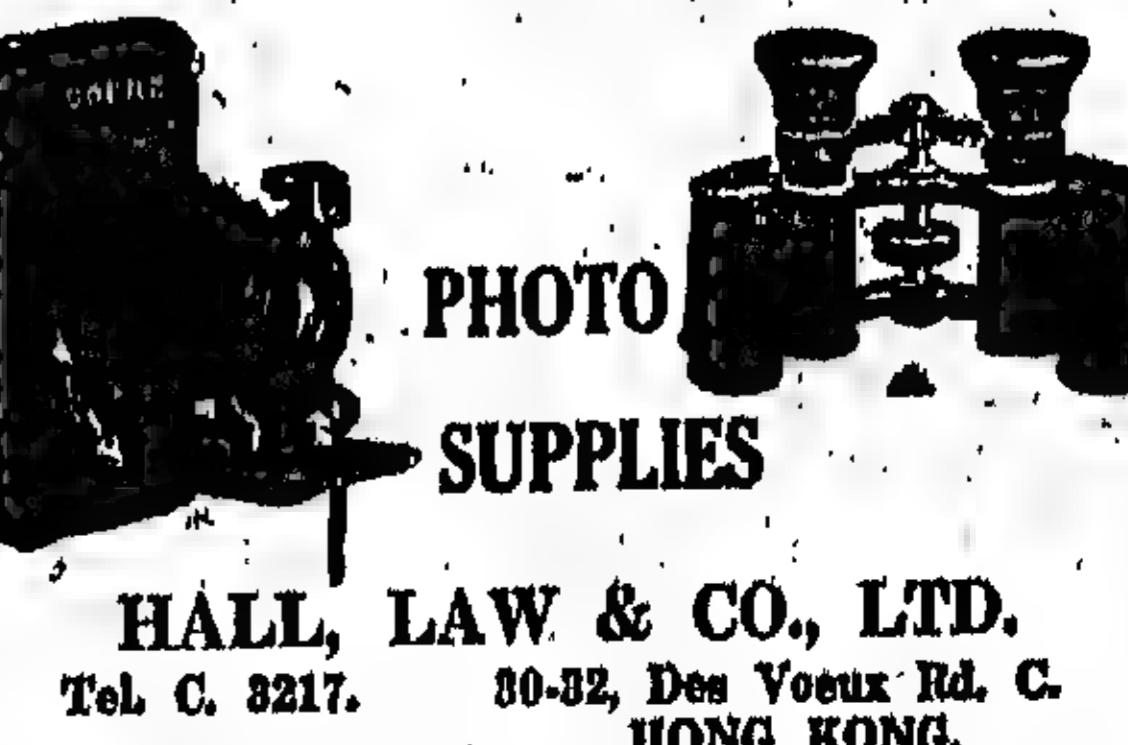
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Entrance Pandora.

LAST WEEK

OF

WHITEAWAYS GREAT SALE SPECIAL
HALF PRICE AND DOLLAR BARGAINS

OPTICIAN.



INDIAN EDUCATION

Fine Record by Ellis
Kadoorie School

DISTRIBUTION OF PRIZES

Mr. A. T. Hamilton to be The New Head Master

In the annual examination 100 per cent. of Class 4 passed for the fourth year in succession . . . in the lower classes out of 93 boys examined 86 passed, this giving a percentage of 92.5."

This excerpt from the annual report on Ellis Kadoorie School for Indians was greeted with loud applause at the annual distribution of prizes yesterday afternoon.

The gathering was presided over by Mr. A. el Arculli, who was supported on the platform by Mr. Bishen Singh, acting head master; the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, Mrs. Wolfe, Mr. A. E. Wood, Director of Education, Mrs. Wood, Mr. and Mrs. R. Sutherland, Mr. E. Ralphs, Inspector of English Schools, and Dr. R. el Arculli.

School Work Reviewed

Mr. Bishen Singh read the following report for the past year:

During the year ending December 31, 1928, the School was opened for 227 days as against 225 in 1927.

The maximum enrollment during the year was 117, an increase of 3 over that of last year. The average attendance was 107, being 107.56 in the previous year. This slight decrease in attendance was due to the closing up of Class 8B for one month, under instructions from the Medical Officer of Schools owing to an outbreak of mumps among the boys in that class; otherwise there would have been appreciable increase over last year's attendance.

On February 13 Mr. Sutherland was transferred to Education Office and I have been acting as Head Master in his place. There have been no other changes in the staff.

Building

No additions or alterations have been made in the building except that the windows in the dormitories have been provided with iron bars, to afford better ventilation by keeping them open during the night, especially in summer months. 18 single seat desks received from King's College were added to the school furniture.

Discipline

Discipline continues to be very good. The assistance rendered by the Prefects in maintaining discipline during recess and tiffin hours is of great value.

Studies

In the annual examination 100 per cent. of Class 4 passed for the 4th year in succession. This reflects great credit on Mr. M. A. Khan who has been in charge of the class for the last three years.

In the lower classes out of 93 boys examined 86 passed, this giving a percentage of 92.5. 11 boys being in preparatory class and admitted only recently were not examined. They will, however, form the Senior Section of Class 8B this year.

Sports

The boys, though comparatively young, are very keen on games—cricket, tennis, football, and ping-pong being their chief favourites.

Physical drill is given every morning as usual by the Police Instructor, whose services are kindly lent by the Honourable Captain Superintendent of Police. Undoubtedly its effects have been highly beneficial to the health of the boys.

Health

With the exception of an outbreak of mumps among the boys in Class 8B, which under medical advice, had to be closed for a month from November 8 to December 7, the general health of the pupils has been very good, thanks to the ideal situation of the school.

The School lost by death one boy named Kachun Sildin of Class 6, who died on February 2 of natural causes. Boys were given leave to attend his funeral.

The Medical Officer of Schools visited the school on several occasions to examine the boys medically and imparted valuable advice when ever such was sought.

60 boys, four masters, and two nurses were vaccinated on December 17 by Mr. B. A. Hyder, of St. John Ambulance Brigade.

The Garden

The School garden is in a satisfactory condition. Boys receive instructions in the cultivation of flowers and vegetables. We raise our own flowers from seeds. Experiments in propagating some of the flowering plants from cuttings have been made successfully. 26 coffee plants and six grown up lichi trees have been added to the garden.

Library

During the year the library was well patronised by the boys of both upper and lower classes, the number of borrowings being 820. The

number of new books added to the library during the year was 119.

Thanks

Our thanks are due to the Hong Kong Amusements, Ltd., for showing us the film "Chang" at reduced rates; to the members of the Indian Division of St. John Ambulance Brigade, for giving a special show of their concert to the boys of the school in October last; to the Hon. Director of Public Works for permission to make free use of the East Point Bathing Beach; to Mr. A. el Arculli for defraying the fees of two boys; to the late Sir Ellis Kadoorie (to whose generosity we also owe this magnificent building) for the endowment of a scholarship fund, by which no fewer than 36 boys have been receiving free education during the year, and for a scholarship tenable at Queen's College for one year, and for the award of \$100 towards school prizes to be named after him; to Mr. Wu Hay-tong for a scholarship tenable at Queen's College for three years; to the members of Indian community for subscribing towards prizes and expenses of our annual School sports, which we were forced by circumstances to hold in January this year.

In conclusion I take this opportunity of sincerely thanking all the masters for their loyal co-operation and support during the year.

Distribution of Prizes

Mr. Bishen Singh called on Mr. A. el Arculli to present the prizes, which were won as under:—

Class 4

Ellis Kadoorie First Prize and Government scholarship tenable at Queen's College for three years, Y. el Arculli, 2nd Prize, A. H. Usuf, Composition Prize, Y. el Arculli, Ellis Kadoorie Geography Prize, A. H. Usuf, Urdu Prize, Y. el Arculli.

Wu Hay-tong Scholarship tenable at Queen's College for three years, Man Singh. Ellis Kadoorie Scholarship tenable at Queen's College for one year, Samit Usuf.

Class 5

Ellis Kadoorie First Prize and Government Scholarship tenable at E. K. I. School for one year, Usuf Shamsuddin, 2nd Prize, Mohd Wahab, Composition Prize, A. R. Razack, Ellis Kadoorie Geography Prize, Ibrahim Ali, Urdu Prize, Balwant Singh.

Class 6

Ellis Kadoorie First Prize and Government Scholarship tenable at E. K. I. School for one year, Usuf Shamsuddin, 2nd Prize, Mohd Hassan, 3rd Prize, Nazir Ahmed, Composition Prize, Bashir Ahmed, Ellis Kadoorie Geography Prize, A. H. Hassan, Urdu Prize, Jagjit Singh.

Class 7

Ellis Kadoorie First Prize and Government Scholarship tenable at E. K. I. School for one year, Mohd Hassan, 2nd Prize, F. A. Curream, Ellis Kadoorie Geography Prize, F. A. Curream, Composition Prize, Mhd Hassan, Urdu Prize, Jagjit Singh.

Class 8A

Ellis Kadoorie First Prize and Government Scholarship tenable at E. K. I. School for one year, Abdul Hussain, 2nd Prize, Shek Hassan, Composition Prize, Abdul Hussain, Ellis Kadoorie Geography Prize, Shek Hassan, Urdu Prize, Id Mohd.

Class 8B

1st Prize and Government Scholarship for one year, Dawood Shamsuddin, 2nd Prize, Abdul Kadar, Urdu Prize, Abdul Kadar.

Special Prize presented by Mr. A. R. Sutherland for best attendance, Ibrahim Sadik.

Ping Pong

Championship Winner—Usuf Imaan; Handicap winner—Samit Usuf.

Perfect Medals:—

Head Prefect—O. el Arculli, Prefects Y. el Arculli, Samit Usuf, A. H. Usuf, Man Singh, Amin Bachoo, Majid Rahman.

Deserved Tributes

In addressing the boys Mr. A. el Arculli said that the report on the activities of the School would receive the hearty congratulations of the friends and supporters of the School. The high standard of work reached was most satisfactory. In that connection he must congratulate Mr. M. A. Khan on the success of his class, which obtained 100 per cent. passes for the fourth year in succession. Mr. Khan was going on leave shortly, and he wished him a pleasant voyage, a happy holiday, and a safe return to the Colony, coupled with the hope that he would accomplish the hat trick when he came back. The discipline of the School continued to be good, and the fact that the number of boys on the roll had increased showed the popularity of the School. Mr. Sutherland had brought the School to its present proud position. He had always worked hard for it, but he regarded it as a labour of love. In turn he had ever succeeded in winning the regard and affection of the boys. They would regret to hear that Mr. Sutherland was not com-

TO-DAY'S RADIO

Broadcast By

Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is Z.B.W.

1.48 p.m.—Weather Report.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Victor Records).

"Cavalleria Rusticana," (Mascagni)

Selection, Creatore's Band.

"Absent," (Metcalfe).

"I Hear a Thrush at Eve," (Cadmian).

Tenor, Derek Oldham.

"Faust—Soldier's Chorus,"

"Land of Hope and Glory."

Victor Male Chorus.

"Aloha Oe," (Farewell To Three).

"From the Land of the Sky-Blue Water."

Violin Solo, Fritz Kreisler.

"La Zazrine—Mazurka,"

"Rendez-vous—Intermezzo,"

Victor Salon Orchestra.

"Moonlight and Roses,"

"The Sweetest Call."

Tenor, John McCormack.

"Le Secret," (Leonard Gautier).

"Pliouette," (Herman Finck).

Victor Salon Orchestra.

"Danny Deever,"

Baritone, Reinold Werrenrath.

"A Selection of Ballet Music,"

Victor Orchestra.

"Tales of Hoffman-Barcarolle,"

"Calm as the Night,"

Duet, Lucrezia Bori and Lawrence Tibbett.

"Messiah—Hallelujah Chorus,"

Gloria from "Twelfth Mass."

Trinity Choir.

"Among My Souvenirs,"

The Song is Ended."

Baritone, Reinold Werrenrath.

"Siren of the Ball," Waltz.

Merek Weber and his Orchestra.

"Mother Machree,"

Tenor, John McCormack.

"Serenade for the Doll,"

"Capriccio,"

Piano Solo, Vladimir Horowitz.

"Trovatore—Anvil Chorus,"

"Forge in the Forest,"

Arthur Pryor's Band.

"William Tell," Overture.

Victor Symphony Orchestra.

At Dawn.

The Storm.

The Calm.

Finale.

God Save The King.

10.30 p.m.—Close Down.

An Experiment

Washington, Yesterday.—An attempt to re-broadcast a London wireless programme throughout the United States has been fairly successful. Further attempts are expected in New York.—Reuters' American Service.

Gold production in the United States last year amounted to \$9,350,000. The production of silver totalled 56,020,260 ounces, valued at £6,757,000.

POPPY DAY

Hong Kong Contribution

Last November

A GOOD RESULT

The Committee of the British Legion publish the report and accounts of the Poppy Day Sub-Committee, of which Mr. W. B. Cornaby was Hon. Secretary and Mr. J. K. Shaw, Hon. Treasurer, as follows:—

The sum of \$16,793.09 and \$22 0s. 0d. was received as shown and after the deduction of \$106.60

for expenses, a balance of \$16,686.49 remained and for this amount a special rate was kindly given by the Hong Kong & Shanghai Banking Corporation, which together with the sterling donations makes a total of \$1,747.48.

6d. and was remitted to the Headquarters of the Appeal in London.

The Show will not only be the one occasion of the year that brings flower-lovers together, enabling them to see what others are doing and give encouragement to the gardeners, but will also provide unique opportunity to the general public to view such a fine array of flowers of all hues.

New Colours are wanted, of course, to colour the exhibits because we do not only wish to see the same names appearing on the list year after year, but a number of new flower enthusiasts who can show our veterans what they can do.

It is hoped that at the coming show, Kowloon will be well represented, particularly in the "cut flower" section.

It is no more difficult to convey cut flowers from Kowloon than from the Peak. The Show is open to all and the fee for non-members is fifty cents per exhibit. Those possessing a garden can exhibit in the section comprising pot plants, cut flowers, ferns and vegetables.

For those who do not possess a garden, there are open classes in which they can display their skill at table decoration. Not the least attractive exhibit will be "A vase for decorative effect."

No questions will be asked as to whence come the flowers used in these two classes; they may be bought, borrowed or in whatever way exhibitors may come into possession of them.

Another great feature in the forthcoming Show, which should be encouraged, lies in three flowering plants

grown from seeds and new to the Colony.

There is whispering to the effect that one gardening enthusiast is entering catmint in this class.

That being the case, one can envisage a Hong Kong garden of the future with its trim borders of catmint—a plant so beloved of Flora Pilkington, the artist, who portrays so well the lavender spikes and grey green foliage in her paintings of garden borders in England.

Intending exhibitors should communicate with either Mr. J. A. Plummer or Mr. Andrew Tse (care of Messrs. Bradley & Co. and Nippon Yusen Kaisha respectively) the joint hon. secretaries, who will be glad to help them in every way possible.

Poppy

Harold Lloyd Why Worry?

Pathécomedy



AT THE

WORLDFINAL SHOWINGS
TO-DAY.Orchestra 5.15 & 9.20.
Interpreter 2.30 & 7.15.**MOVIELAND****The Week's Films At A Glance****QUEEN'S THEATRE**

AT 2.30, 5.10, 7.15 & 9.20
To-day to-morrow "Lost in the Arctic," a vivid, gripping adventure. The find of the missing Stefansson expedition after fifteen years on Herald Island and the solving of a mystery of the merciless north become the Director.

In the new attraction the two great films are transferred to the scenes of their triumph in the sewers and attics of Paris to the streets and ateliers of Paris. Janet Gaynor will be seen as a waif of the wharves who joins a small travelling circus in order to escape from the persecution of the Neapolitan gendarmes. Charles Farrell portrays the role of an itinerant Italian artist who, enticed by her charm, follows her about the countryside. The film is full of thrills. The greatest one is where the lover chases the girl through the streets trying to kill her, and when they finally meet at the altar of a great cathedral they are so changed that they are almost unrecognisable. It is one of the most beautiful films of recent years.

STAR THEATRE

AT 5.15 and 9.20
To-day to-morrow "Why Worry?" Harold Lloyd's great satire.

Monday and Tuesday "The Ring," the latest British film in which Lillian Hall-Davis is supported by Ian Hunter and Carl Brisson.

Wednesday and Thursday "The Campus Flirt," Bebe Daniels' sparkling comedy classic.

Friday and Saturday "The Denial," a thrilling picture of French War days with Claire Windsor, William Hartness and Bert Roach in leading roles.

"STREET ANGEL"**An Outstanding Picture**

"Street Angel," an adaptation of a stage play, "Lady Macbeth," by Munkton Hoffe, is the feature at the Queen's Theatre on Wednesday. This picture brings together the dramatic responsibility for the successful translation of the play "7th Heaven," Janet Gaynor and Charles Farrell and Frank Borzage the Director.

The new attraction the two great films are transferred to the scenes of their triumph in the sewers and attics of Paris to the streets and ateliers of Paris. Janet Gaynor will be seen as a waif of the wharves who joins a small travelling circus in order to escape from the persecution of the Neapolitan gendarmes. Charles Farrell portrays the role of an itinerant Italian artist who, enticed by her charm, follows her about the countryside. The film is full of thrills. The greatest one is where the lover chases the girl through the streets trying to kill her, and when they finally meet at the altar of a great cathedral they are so changed that they are almost unrecognisable. It is one of the most beautiful films of recent years.

"BARDELYS"

Screen Version of Sabatini's Masterpiece

Towered castles rising hundreds of feet into the air, quaint old towns of the seventeenth century with their picturesque plazas, their mounted bears and other emblems of chase, beautiful cities of medieval noblemen, with stately gardens, pools and fountains. There are only a few of the settings of "Bardeley's the Magnificent" starring John Gilbert, King Vidor's production of Sabatini's famous novel which comes to the Star Theatre on Friday and Saturday next. The production was staged with a most lavish hand and shows with authentic details the surroundings of the life of the period among the aristocrats. One of the most impressive sets is the castle of Roxanne de Lavedon, the heroine, played by Miss Boardman. It is an exact reproduction of a famous French castle of the time, the seventeenth century. Cloth of gold and of silver in which the actual metal is worth a large sum, brocaded velvet trimmed in gold point d'Espagne, and ring silk velvet are among the fabrics used in the costumes. The names of the cast are as imposing as the settings, including as they do Roy D'Arcy, Karl Dane, George K. Arthur, Arthur Lubin, and others.

"THE RING"

Carl Brisson, who plays the part of a boxer in "The Ring," is admirably suited to the role, for besides being a great stage favourite, he is a boxing champion of the Danish Navy. The supporting cast includes Lillian Hall-Davies, one of the most popular of the British film stars. For one of the scenes a complete fair with merry-go-rounds, boxing booths, peep-shows, strong men, performing seals, and countless other items were assembled, whilst in the boxing scenes the actual ring used in the Walker-Milligan fight at the Albert Hall was utilized. This fight is referred to by Eugene Corri. "The Ring" will be screened at the World Theatre to-morrow and Tuesday.

"7th Heaven": the remarkable picture featuring Charles Farrell and Janet Gaynor, will be screened during today's matinee at the Star Theatre. It will also be shown at the 5.15 and 9.20 performances and picture-goers are reminded that this is the final opportunity they will have of seeing the world famous film.

CINEMA CHATTER

"LOST IN THE ARCTIC"**To-day's Unusual Attraction
At the Queen's**

"Lost in the Arctic" is an amazing mixture of tragedy, of fights with wild animals and scenic grandeur. It even has its comic moments. There are no actors. Humans and creatures of the region struggle for life with starvation hanging in the background as a dramatic menace. It contains an amazing pictorial record of a fight with a school of whales. This reaches a climax when one whale tries to protect another. Drama is built up naturally when the expedition comes upon the dead members of the Stefansson expedition whose fate has been a mystery for fifteen years. Mute souvenirs are uncovered one by one, bones are collected. It is elemental and gripping and overwhelms one with the feeling of the vast silent menace of the Arctic Regions.

Some Thrilling Scenes

The struggle of the desperate crew at the pumps to save their ship—the hoisting of supplies into the sea to lighten it.

The pursuit of an eighty ton whale. His struggle to break away—the tossing of the boat on the end of the line as he struggles to free himself.

The stalking of the walrus herd—Daring dashes across the ice floes.—The attack on the herd—Their flight before the roar of guns—The killing of a huge tusked bull.

The battle to capture alive the largest polar bear ever brought down from the Arctic. His struggle for freedom with fang and claw—His final capture.

The most dramatic episode in the history of Arctic Exploration—The finding of the remains of the members of the missing Stefansson expedition after fifteen years on Herald Island and the solving of a mystery of the merciless north before the eyes of the audience.

"Street Angel," which will be shown at the Queen's Theatre from Wednesday to Saturday, is a companion picture to "7th Heaven."

HAROLD LLOYD

In "Why Worry" which is showing at the World Theatre to-day only, Harold Lloyd proves that he cannot set a pace too fast for himself. "Why Worry" was actually seven months in production. It was



Janet Gaynor and Charles Farrell in "Street Angel," Fox Picture

A scene from "Street Angel," which will be shown at the Queen's Theatre from Wednesday to Saturday.

started in December and the finishing touches were not put on till June. Few pictures take that long in work. It was a difficult production to make, yet the harder they

"7TH HEAVEN"**Final Screenings of Famous Picture**

The remarkable film "7th Heaven," will be shown for the last time to-day in the Star Theatre at 2.30, 5.15 and 9.20 p.m. Based on the great stage success of Austin Strong, the picture presents one of the most touching romances ever filmed. Chico, who according to his own valuation, is "a very remarkable fellow," is a worker in the sewers of Paris. But his soul soars above his work, as he shows when he selects a home, a gaunt seven flights up above the street—as close to the stars as he can get! His ambitions are high, too, for he aspires to be a member of the house corps who wash the streets of Paris. Diane is nothing more than a waif of the Paris streets, whose life is dominated by her sister, Nana, an absinthe drinker. She has sunk, because of her lack of courage to face and fly her sister, to the lowest depths.

Between these two, Chico and Diane, the romance of "7th Heaven" is built up into one of the greatest love stories ever told. Janet Gaynor and Charles Farrell have brought Diane and Chico to the screen in a manner that will long be remembered.

SNAPPY COMEDY

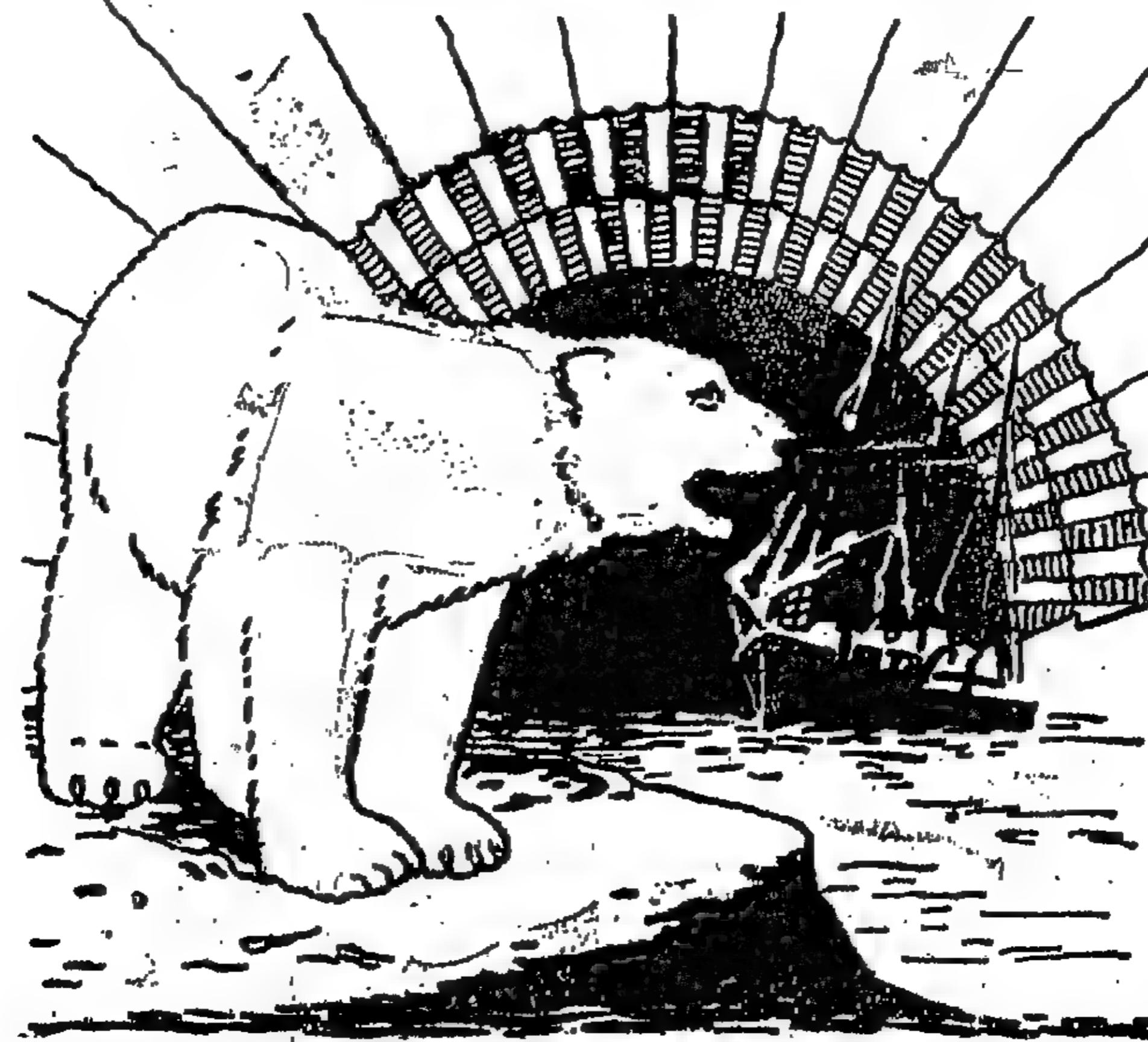
The latest production to come from Fox studios and which will shortly be seen in Hong Kong is "Chicken à la King," a snappy picture which tells the story of a wife who takes advantage of her husband's assiduous attentions to a chorus girl to refurbish her own long neglected wardrobe at his expense.

are the more vigorous Lloyd and his staff put back of their efforts.

Unlike any picture Harold has made before, it is a South American story, strong in farce but with an ever present vein of satire that should prove delightful to the audience which does not like its entertainment too serious.

WILLIAM FOX PRESENTS LOST IN THE ARCTIC

ACTUAL AUTHENTIC MOTION PICTURES OF THE HAZARDS OF THE POLAR REGIONS....



A gripping drama of the North directed by Fate against the grim backgrounds of the Arctic!

The most dramatic episode in the history of Arctic Exploration—The finding of the remains of the members of the missing Stefansson expedition after fifteen years on Herald Island and the solving of the mystery of the merciless North right before your eyes!

AT THE

QUEEN'S TO-DAY TO TUESDAY
At 2.30, 5.10, 7.15 & 9.20.

THE MOTION PICTURE MASTERPIECE!

WILLIAM FOX presents

7th HEAVEN

by AUSTIN STRONG
with JANET GAYNOR
CHARLES FARRELL
Based on JOHN GOLDEN'S Stage Success
FRANK BORZAGE production.

A picture among pictures—A story that stirs the heart and fires the imagination

From the play.

AT THE

STAR FINAL SHOWINGS TO-DAY
AT 2.30, 5.15 & 9.20

THE DENIAL

"The Denial" appearing at the World Theatre on Friday and Saturday, the 8th and 9th, is a story of two periods—of to-day and the time of the Spanish-American war, showing the outcome of two romances that were beset with similar difficulties.

Claire Windsor, who plays the leading role, appears both as a girl of 1897 and as a mother of 46 at the present day.

William Haines is the 1897 youth with whom Mildred is in love. Bert Roach is his rival.

"The Denial" based on the play, "The Square Peg," is divided into a prologue, main story and epilogue.

The two young lovers of the present day, a young aviator named Billie, and Dorothy, Mildred's daughter, wish to get married, but the mother will not hear of it because she does not want her daughter to take a chance with a man who is shortly to go on an expedition to the Polar regions. The youthful lovers persist, however, and Mildred is forced to look back on her own life; how she had been forced to give up the man she loved for a wealthy youth who held no attraction for her. Then a climax is reached which is both novel and exciting in which the scene shifts back to the present day.

JUNGLE FILM**Nature's Own Thrills**

"Chang," the unique picture of jungle life which will be screened at the Star Theatre on Monday and Tuesday, was produced by Merian C. Cooper, a wild-animal hunter, and Ernest B. Schoedsack, an expert cameraman. Armed with weapons and film paraphernalia, they have captured scenes which are astonishing in their realism, thrills, suspense, photographic beauty and simplicity. There is a story behind the adventure. It concerns a jungle native and his family. This Kru—for such is his name—is ever at war with the stalking tiger and leopard. He sets his traps and captures many of these beasts. The picture builds from one highly interesting episode to another and reaches a scene which is positively amazing in its sweep and thrill. A horde of elephants stampede through a Siamese village, tearing, roaring and destroying everything in its path.

"ROSITA"

Mary Pickford appears as a grown-up young woman in "Rosita" which is to be shown at the Star on Wednesday and Thursday.

The famous Mary Pickford curls, of golden hue, are coiffed high in Spanish style of the Nineteenth century, while Miss Pickford, wearing gorgeous gowns with long streaming trains, appears lithe and sinuous, revealing a seldom seen phase of her personality. "Rosita" is an entirely different story from anything Mary Pickford ever before has been identified with. Its appeal will be to the grown-ups rather than to the children.

It is a thrilling tale of Spanish romance unfolding in swiftly moving scenes; glimpses of carnival and palatial splendour blended into a story of dramatic intensity interspersed with human frailties; comedy, intrigue, suspense and mounted on a production of gigantic proportions, abounding in melody, drama and love.

"Chang," which will be screened to-morrow at the Star, was voted one of the best pictures of 1928.

FUTURE EVENTS**Films That Are Coming Here**

"Laugh, Clown, Laugh." The mighty drama of a forbidden love. Featuring Lon Chaney, Gwen Lee and Nils Asther.

"The Crowd," King Vidor's mighty production, starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

"Under The Black Eagle." The story of a police dog, with Ralph Forbes, Marcelline Day and Bert Roach.

"Chicken à la King." A snappy comedy of Broadway nights, featuring Ford Sterling, Nancy Carroll, Arthur Stone and Frances Lee.

"Wife Savers," a comedy of social ups and downs. With Wallace Beery and Raymond Hatton.

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagels, Gladys Brockwell, Marc McDermott, Phillip Anderson and Aileen Manning.

"Endea," a stirring film record of the exploits of the famous German cruiser and her final battle with H.M.A.S. "Sydney." Produced with the co-operation of the German Admiralty.

TO-DAY AT QUEEN'S

In addition to the feature attraction at the Queen's to-day, the programme includes the latest M.G.M. News, a Koko cartoon, and an excellent Stan Laurel comedy.

"TEMPEST"

Many scenes in John Barrymore's new United Artists Picture, "Tempest," were filmed high in the California mountains, where a Russian town was built amidst the eternal snows.

"Tempest" has as its background the Russian revolution. The original story is laid in the period before, during and immediately after the upheaval which swept the czarist regime from power. Barrymore has the role of a Russian peasant subaltern.

CHANAY'S LATEST

and most remarkable film!

Loretta Young and Lon Chaney

LAUGH, CLOWN, LAUGH

Coming soon to the Colony's leading cinema.

THE UNKNOWN
Listening For The Call

(By the Rev. R. J. Campbell)

That winsome Hindu mystic, Sadhu Sundar Singh, tells in one of his discourses that when he was on his way to Europe, the ship that carried him passed through terrific storms in mid-sea. The Sadhu had never made a acquaintance with wireless before, and had known nothing of its use at sea. The Morse code was no doubt in constant use, but atmospheric disturbance hindered transmission and reception of messages. There was a receiving set in the saloon for the benefit of passengers when near enough to land to get in touch with broadcasting stations.

The Sadhu had not noticed this—perhaps because he was accustomed to spend his time quietly in his cabin engaged in reading and writing—but when the fury of the storm rose to unwonted heights he joined his fellow-passengers in the saloon, and sat in darkness, waiting and talking cheerfully with his companions.

Suddenly, in a comparative lull of the tempest, there swam out of the darkness the strains of beautiful music. Followed by the sound of an English voice. It was simply the mighty programme of the E.R.C. vibrating through the ether. It only lasted a few moments and faded away again, and the roar of the elements resumed; but it was such a fitful heart and the listeners knew that they were not cut off from human cabin

with their invisible homeland. They were making towards it, and ere long would behold it and anchor in the harbour in the light of the morning.

Harmonies of Heaven

Sadhu Sundar Singh makes use of this experience to illustrate the soul's voyage on the ocean of life towards our eternal home, whence we are enabled to hear at intervals something of the sweet harmonies of heaven. But it seems to me to illustrate something else also. It is as follows. Life is a varied mixture of dark and light, sorrow and joy, storm and calm. Not for long does it continue in one stay. We are ceaselessly passing from one scene to another, from experience to experience, effort to effort, achievement to achievement. We do not know from day to day or hour to hour what may befall us. The future is hidden, the present alternately agreeable and the reverse sometimes filled with delight, at other times shrouded in darkness and peril. As poor Robert Burns put it in his apostrophe to a field mouse:

The best laid schemes o' mice an' men
Gang aft a glae.
And then in a tremulous sentence regarding his own forebodings of the destiny that awaited him:—
Still thou art blest, compard' wif me!
The present only toucheth thee;
But Och! I backward cast my e'e
On prospects drear:
At forward, though I canna see,
I guess an' fear.



New Cardinal?



Prominent among those being considered for the seven vacancies in the College of Cardinals is M. Cavalcanti (above), Archbishop of Rio de Janeiro. His appointment was urged upon the Vatican officials on the ground that in all Latin America there now is but one Cardinal.

crumpled up in case of accident. Experts of the railway companies, at the instigation of the Ministry of Transport, are concentrating their attention on the problem of greater safety for the public. The following are the conclusions of Sir John Pringle, Minister of Transport, following his inquiry:—Responsibility rests upon Driver R. J. Bell, who passed signals for Darlington South Junction at danger. I do not consider that his firman, J. J. McCormick, is responsible, but his statement that he knew nothing about signals or the authority they gave to a driver is unsatisfactory. Porter-Shunter Midland might have prevented the collision had he taken the initiative and acted with decision.

R.A.F. Bombers For India

Ninety II Bombing Squadron from Netheravon and 30 Bombing Squadron from Bircham Newton, the first complete squadrons to have England since the war sailed from Southampton for Risalpur, North-West Frontier of India, in the tramp "Nevada." Each squadron comprised twelve officers and seventy other ranks. They are going to India in accordance with the decision to increase the strength there from six to eight squadrons. Squadron-Leader P. H. Cummings and H. V. Champion de Crespigny are the commanders. Three hundred of the airmen were on the ship bound for Aden and Irak.

Mr. Smillie

There is a touch of romance in the announcement that Mr. Robert Smillie, M.P., the veteran president of the Scottish Miners' Union, and his wife will celebrate their golden wedding at Larkhall, Lanarkshire. It was in the Scottish village that Mr. Smillie first met Miss Anne Hamilton. They were married there, and have made their home there ever since. There will be no public celebration of the event because of poverty and unemployment in the village. Three members of the Smillie family are unemployed. Mr. Smillie, in his book "My Life for Labour," published four years ago, thus refers to his business:

A Famous Radio Singer

One of the most interesting personalities in the world of song is Miss Barbara Austin, the Welsh-American prima donna, who will broadcast for the first time in this country on New Year's Eve. It will be her 1,000th appearance before the microphone, as she is famous all over Europe and America as a radio star.

When the Prince of Wales last visited America, Miss Austin was specially requested to sing at an official function, and she chose, "Land of my Fathers," the Welsh National song. In honour of the Prince, Miss Austin sang this in Welsh, and the Prince, who, by the way, prides himself on his knowledge of this language, joined in the chorus.

Crash-Proof Coaches

The

Twenty-five lives lost when a return excursion train from Scarborough to Newcastle-on-Tyne came into collision at Darlington, on the night of June 27, may mean, in future, railway coaches less liable to

our need is greatest. We are neither alone nor forgotten; and nearer and nearer, sweeter and tenderer, the melodies of heaven steal into our souls as we steer on our appointed way. If they are silent at one hour, they will peal out again at the next. No night is ever so dark, no storm so high, that they cannot reach us if our hearts are attuned to them.

Listen For the Voice

So to all who read these words I will dare to add: Listen earnestly for the voice of God, and it will be well with you whatever the New Year may have in store.

Thus moving through the darkness,

I calmly wait His call, Foreboding, fearing—nothing, But hoping, trusting—all.

There are those who say that it is impossible to be sure that God ever speaks. To these I would answer that the one thing certain in life is that the voice of God is ever sounding in the hearts of men. For that call of the ideal good, that summons to high and noble enterprise, which is never wholly silent in young or old, is nothing other than the voice of God.

THE LAND OF WISHES

Hope rules a land for ever green, All powers that serve the bright-eyed Queen

Are confident and gay; Clouds at her wedding disappear; Points she to aught?—the bliss draws near;

And fancy smooths the way.

Not such the Land of Wishes—there Dwell fruitless day-dreams, lawless prayer.

And thoughts with things at strife; Yet, how forlorn, should ye depart, Ye superstitions of the heart, How poor were human life!

WORDSWORTH.

Fined for Teaching



Miss Edith Sorenson, an American girl, who was tried, convicted and sentenced by a Turkish Court to a term in jail for converting young Moslem girls to Christianity. Religious teaching in Turkish schools is forbidden. But the punishment was commuted to a fine of about \$25 Hong Kong money.

THE TRUTH OF THE PAST

One of the surprises of our future will certainly be a return to beliefs and ideas long ago abandoned upon the mere assumption that they contained no truth—beliefs still called barbarous, pagan, medieval, by those who condemn them out of traditional habit. . . . We have reason, to suppose that no dream of the invisible world has ever been dreamed—that no hypothesis of the unseen has ever been imagined—which future science will not prove to have contained some germ of reality.

—LAFCADIO HEARN.

REPULSE BAY HOTEL.

CHINESE NEW YEAR'S EVE

Special Dinner Dance

SATURDAY, 9th FEBRUARY, 1929.

DANCING from 8 p.m. till 1 a.m.

(Fancy or Evening Dress)

DINNER \$4.00 per head.

Tables may now be booked.

THE HONGKONG & SHANGHAI HOTELS, LTD.

SALE

of

Neckwear

Hundreds of new and up-to-date silk ties, in a tremendous array of colours and designs. Every tie a bargain.

SALE

PRICES
from
85 cts.
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CALL
EARLY
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CHOICE.

WHITEAWAYS.

A Large and Beautiful Array

Hour Coats

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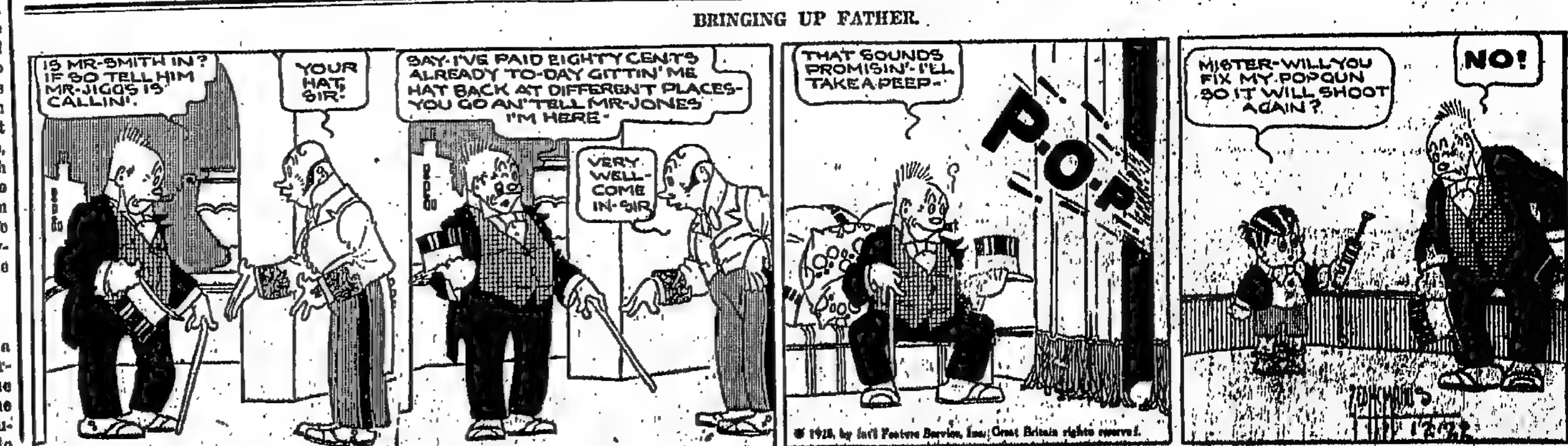
are now on view

at

LIBERTY SILK STORE

(M. LOKOONMALL)

China Building, Queen's Road C.



YACHT CLUB

Twelve Boats in a Race Yesterday

"BOOJUM" WINS ON TIME

Twelve yachts of the various racing classes in the Royal Hong Kong Yacht Club took part in a race over 8.3 miles yesterday, and ten finished.

The course was from the Club to Channel Rock (port), Kowloon Rock (pt), mark on line (pt), Chan-nee Rocks (starboard), Cuck Rock buoy (s), finish at the Club.

"Diana" and "La Linda" crossed the finishing line first and second, respectively, but failed to save their time. Accordingly "Boojum" who was third to complete the course, took 5th place on handicap.

In the tabulated result given below yachts are set down in order of finishing (i.e., according to actual time taken). Positions gained in handicap (i.e., according to corrected time) are stated in brackets.

[Start, 2.50 p.m.]

	TIME	FINISHING CORRECTED
Diana (6th)	4.39.04	4.36.03
La Linda (7th)	4.41.46	4.38.36
Boojum (1st)	4.49.17	4.29.30
Daphne (2nd)	4.50.44	4.37.17
Hilma (4th)	4.53.14	4.35.52
Jean (3rd)	4.56.13	4.34.24
Aira (8th)	4.56.120	4.39.03
Wing Wood (15th)	4.58.15	4.37.30
Pearl (9th)	5.02.27	4.41.17
Zephyr (10th)	5.10.41	4.57.10
Gull (did not finish)		
Adams (did not finish)		

FOOTBALL GOSSIP

The following arrangements have been made for entertaining the Shanghai team during their stay here:

Saturday, Feb. 9.—Boxing Tournament, City Hall, 9 p.m.

Monday, Feb. 11.—Supper dance at Lane, Crawford's Restaurant, 9 p.m.

Tuesday, Feb. 12.—Queen's Throats.

Thursday, Feb. 14.—To Canton by boat, 8 a.m.

Friday, Feb. 15.—Return by train, 3 p.m. on Friday.

Saturday, Feb. 16.—Interport Dinner at Savoy Hotel, 8 p.m.

Sunday, Feb. 17.—Trip to Macao, 9 a.m. Band will be engaged.

The Interport Matches are as follows:

Monday, Feb. 11.—Hong Kong v. Shanghai.

Wednesday, Feb. 13.—China v. Shanghai.

Saturday, Feb. 16.—United Services v. Shanghai.

The team selected to represent the Chinese of Hong Kong against Shanghai's Interport team is as follows:

Pau Ka-ping (S.C.);

Ng Kam-chuen (A) and Lai Yuk-tat (A);

Leung Yuk-tong (A), Wong Shui-wa (A) and Lam Yuk-yung (A);

Chan Kwong-lu (A), Fung King-cheung (S.C.), Wong Pak-chong (A), Siu Kam-shun (A) and Ip Pak-wa (S.C.).

Reserves: Leung Wing-tak (S.C.), Li Tin-sang (S.C.), Lau Mau (S.C.) and Shek Pui-tim (A).

Note: (S.C.) denotes South China A.A. (A) denotes Chinese Athletic Association.

It is understood that the reason why no Chinese players are travelling with the Shanghai Interport team is that the Northern Football Ties in which South China are not participating this year, are taking place at Peking, and the Chinese players in Shanghai are required for the East China team who are representing them in these contests.

Local footballers will be interested to know that a double wedding will take place just before Chinese New Year when two prominent athletes of the S.C.A.A. are joining the Benedicks.

Mr. J. S. Shak, head master of the Sacred Heart School and football manager of the S.C.A.A., also vice-president of the Chinese Y.M.S. and an old footballer, is being married shortly. Mr. Leong Wing-tak, the popular right-half-back of the S.C.A.A., will be married at the same time to Mr. Shak's sister. Mr. Leong Wing-tak is an assistant master at the Sacred Heart School.

"WAYFOONG"

(Continued from page 1.)

the other businesses and objects set forth and contained in No. 3 of the Regulations. The objects so defined in Regulation 3 are such as to enable the Bank to carry on, not only all the different branches of banking, but also those ancillary matters which the exigencies of modern commerce and finance necessarily impose upon large Banking houses.

The Capital

The existing capital of the Bank will remain as it is, with power, with the previous consent of the Governor, to increase the same to a sum not exceeding \$50,000,000.

Clauses 8 and 9 of the draft Ordinance make certain provisions as to the alteration and re-organisation of capital, which might possibly in the future be useful, applicable to the Bank.

The new Ordinance contains due provision with regard to the note issue and the security therefore and the liabilities of shareholders in connection therewith.

The security for the notes is in no way diminished and the liability of the proprietors remains the same. The period of issue of notes by the Bank is limited to July, 1939, as the result of instructions from the Secretary of State. The period of the note issue of the Chartered Bank of India, Australia and China, and of the Mercantile Bank of India, Ltd., is restricted to the same period.

Simplified Language

Clause 12 relating to the liability of shareholders on the dissolution of the Corporation includes in simplified language the combined provisions of Section 12 (6 and 6) and Section 25 of the Ordinance of 1866, and the Regulations also enable the Board of Directors to do everything necessary for the getting in and disposing of the property and discharging, so far as the assets extend, the debts and liabilities of the Bank and distributing amongst the shareholders the surplus assets of the Bank, and finally winding up and closing its affairs. This Regulation replaces Art. 208 of the Deed of Settlement.

Clause 13 of the Bill as to forms of contract, and Clause 14 as to Bills of Exchange and promissory notes merely define what is the existing practice of the Bank. Under the existing Ordinance the amount of the accommodation which may be given by the Bank to a Director or other officer of the Bank is restricted. Under Clause 15 of the new Ordinance the amount is yet further restricted.

Clauses 16 and 17 provide that in certain eventualities the Bank may be wound up by the Supreme Court, in which event all the provisions of the Companies Ordinances with respect to the winding up of companies shall apply to the Bank.

Clause 18 makes the necessary repeats and preserves the original incorporation of the Bank.

Regulations

With regard to the Regulations, little need be said except that they have been drawn up in accordance with the modern forms of precedents used by banking companies and that they have been extended so as to meet all possible requirements of modern banking, finance and commerce, and generally speaking, the Regulations are based on the requirements which the Bank, by its own experience, has found to be necessary for the proper conduct of its business. They contain the usual prohibition against buying or against lending money on the security of the Bank's own shares.

The Head Office remains, as heretofore, in Hong Kong.

The Bill and Regulations have, under the instructions of the Bank's solicitors, been carefully drawn and revised by the Honourable Sir Henry Pollock, K.C., and also include certain suggestions which have been made by the Attorney General, the Honourable Sir Joseph Kemp, C.B.E., K.C., and they have been approved by the Secretary of State and the Lords Commissioners of His Majesty's Treasury and by the Governor of Hong Kong. It is therefore to be hoped that the shareholders here present will unanimously support the Resolution which I am about to propose. As soon as the Resolution has been proposed and seconded, I shall be pleased to answer to the best of my ability any questions which shareholders may wish to ask.

The Motion

I now propose that the Directors of the Hong Kong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong and for the enactment of the same by the Governor of Hong

LOCAL DERAILMENT

Official Report of the Inquiry

ADMINISTRATION'S REGRET

An inquiry into the cause of the derailment of a motor coach which occurred at Mile 10 on the Kowloon-Canton Railway on January 19, disclosed that the accident was due to the breaking of an axle, that the track was in good condition and that the speed of the motor coach at the time was normal. No reason for the breakage can be assigned, all the axles having been taken out for examination as late as November 7, 1928.

With regard to the action taken after the derailment, it was established that after seeing the passengers freed the brakeman, although hurt, hurried to an emergency telephone a mile away and reported to headquarters 21 minutes after the occurrence, that the driver did everything possible to check speed at the first sign of something wrong and that after the coach overturned he shut off the petrol and took all precautions for safety and that immediately the accident was reported a motor ambulance and motor cars were sent for the relief of passengers and the breakdown train was ordered out. A shuttle service on each side of the derailment was instituted, but, owing to the cutting in which the accident occurred being almost entirely blocked, the transfer of passengers was necessarily a slow process and by the time one exchange was made, the wreckage was cleared and the track repaired sufficiently to allow trains to pass over slowly.

The Administration of the Railways desires to express regret for the inconvenience and hurt caused to those concerned.

CIVIL AVIATION

Important Step For Encouragement

FINANCIAL ASSISTANCE

London, Yesterday.

An important step in the encouragement of civil aviation has been taken by the formation of the National Flying Services, Limited, under the honorary chairmanship of Captain F. E. Guest to establish Flying Clubs, aerodromes, and landing grounds all over the country.

A White Paper states that the Air Ministry has agreed to grant financial assistance for 10 years, on the basis of the number of qualified pilots not exceeding £15,000 annually for three years and thereafter £7,500 annually.

The Company undertakes to provide 20 aerodromes and 80 landing grounds within three years. It expects to commence active flying in April with an initial fleet of 100 aeroplanes for flying tuition, private hire, and other activities.—Reuter.

EASIER FLYING

Planes on Instalment System

Washington, Yesterday.

With the idea of popularising the use of aeroplanes a United States company, backed with a capital of five million dollars, has been formed to arrange the sale of machines on the instalment system.—Reuter's American Service.

Kong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except as in such print is mentioned) and Deed of Settlement of the Corporation.

Mr. Pearce seconded.

A Suggestion

Mr. Alves said:—I should like to have some explanation in regard to Clause No. 7 of the proposed Bill now before us. I refer particularly to the last two lines thereof, viz., "to a total amount not exceeding the sum of \$50,000,000."

I do not know whether this is a piece of modesty on our part, but at the rate this Bank is growing I am of the opinion that this amount should be stipulated as not exceeding \$100,000,000, thus providing for whatever further capital we may require for the expansion of the Bank's business for many more years to come.

The Chairman explained that the Bank had power to increase the capital to any amount, but that for the purposes of the new Ordinance they might very well leave the sum as it stood. Fixing the sum at \$100,000,000 is like looking rather far into the future; was it not?

The resolution was then carried unanimously as it stood, and the meeting terminated.

FOURTH TEST

(Continued from page 1.)

Chapman's shock tactics succeeded at the start of Australia's innings. Because the innings began some time after lunch, no interval for tea was taken.

Three wickets fell for only 19 runs. But Jackson, playing for the first time in Test cricket, and who had opened the innings with Woodfull, turned the tide in a partnership with the Australian captain, Ryder.

Duckworth helped to get the first two wickets. Woodfull was caught off Tate. The unbowlable only made one, and that was the total then. Hendry went in to partner Jackson. Hendry was caught off Larwood for two, and the total was six for two wickets!

Tide Turns

Thirteen runs more and Kippax was back in the pavilion, having been bowled by White. Kippax made only three.

Then Ryder went in. He and Jackson saw the 50 go up in 76 minutes.

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HONG KONG'S POOR**Work of the Benevolent Society****ENCOURAGING YEAR****Need For More Members Emphasised**

The annual general meeting of the Hong Kong Benevolent Society was held in the St. John's Cathedral Hall on Friday evening, in the presence of a fair gathering of members and those interested in the work of the Society.

Mrs. C. G. Alabaster, President of the Society, presided, and on her proposal, Mr. R. Sutherland, O.B.E., took the chair. They were supported on the platform by Mrs. E. Cock, Vice-President, and Mrs. J. McCormack, Hon. Secretary.

After Mrs. McCormack had read the notice convening the meeting, Mr. Sutherland presented the minutes of the previous meeting which were duly confirmed and signed.

The Report

The Annual Report for 1928 stated inter alia:

91 applications were made for relief, the majority being given assistance, 61 being new cases, the remainder being found unworthy or being dealt with by other Societies. The number of persons who received benefit during the year is 141; this is exclusive of children put to school by the Society. 28 cases have been assisted financially with sums ranging from a few cents to \$12. 18 have been found employment and passed to England, Australia, Shanghai and Manila have been secured (in some instances with the co-operation of other Societies). Landing money and pocket-money have also been given.

During the past year, at a cost of approximately \$3,000, 21 children have been supported at different schools, and the Directors of the following schools, made this possible by accepting reduced fees:—Diocesan Boys' School, Diocesan Girls' School, Italian Convent and St. Joseph's College.

The following ladies served on the Committee:—Mrs. Nisbet (President), Mrs. Alabaster, M.B.E. (President and Hon. Secretary), Mrs. Cock (Vice-President), Mrs. Shellshew (Hon. Treasurer), Mrs. McElderry (Hon. Treasurer), Mrs. J. H. Hunt (Hon. Secretary), Mrs. J. McCormack (Hon. Secretary), Mrs. Featherstone (Assistant Hon. Secretary), Mrs. Sheldon (Assistant Hon. Secretary), Mrs. Southorn, Miss Drury, Mrs. Innes, Mrs. G. Murray, Mrs. Maitland, Mrs. Tracy, Mrs. Schultz, Mrs. Goldsmith, Mrs. Weall, Mrs. Wodehouse, Mrs. Comrie, Mrs. Black and Mrs. Carrie.

THE BALANCE SHEET

Receipts	
Balance in Current A/c	
Jan. 1, 1928	\$ 179.80
Subscriptions	698.48
Donations, Members, etc.	781.00
Donations	1,691.00
Life Members	360.00
Annuity, Sir E. Kadourie Trust	443.44
Hong Kong Government Grant	1,000.00
Miscellaneous	886.25
Royal Hong Kong Yacht Club, Debenture Redeemed	50.00
Two Hong Kong Club Debentures Redeemed	1,000.00
	\$9,263.83

Expenditure	
Relief of Cases	\$2,203.15
Education of Children	2,398.80
Rent of Room, etc. for Destitutes	511.00
Passages, etc.	476.47
Printing, Advertising and Sundries	462.72
Transferred to Fixed Deposit	1,052.50
Cash in Current Account, Dec. 31, 1928 (including Dividend Warrant \$280 Hong Kong Wharf & Godown Co., Ltd.)	1,658.69
	\$9,263.83

Afterwards the Chairman addressed the gathering as under:—

The report just read is so full of interest and detail that it would seem almost superfluous to add anything to it, still we are a changing community and the following remarks I trust may in any case be of interest to new-comers to the Colony.

More Distress

Another year has gone past and it has been a period when unfortunately even more distress than usual has become apparent. No less than 141 persons have come before the notice of your Committee and have received assistance in some shape or form. On the other hand, it has been a year in which we have been better supported by the Community in the way of contributions, for which I now express our hearty thanks. Last Meeting when I had the honour of addressing you, I think the ground was pretty fully covered and the aims and ambitions of this Society, which has been in existence since 1880, were adequately dealt with.

We have, for instance, some 20 odd children at school, we are ex-

tremely responsible for the necessary fees, and having started their education, it would be unthinkable to terminate it through lack of funds, so you will see that our future responsibilities require the most careful consideration and thought.

Steady Income Wanted
To meet all our requirements we must have a steady income and this can only be done by enrolling more members.

One of the most difficult tasks of your Committee is that of obtaining employment for those who find themselves stranded in the Colony, in many cases through no fault of their own. This leads sometimes to heavy outlays for repatriating deserving cases, and I would once more ask the co-operation of all in the Colony to extend a helping hand to members of the Committee when approached in this connection.

We want \$12 a year, which only means \$1 a month, from all and every person who can afford it. It is small sum but it means a great deal when it brings comfort, health, and a brighter outlook on life to many who without its aid might sink and go to the wall; and the East, as we too well know, is a bad place to go downhill.

"We Want More"

Some time ago I tackled a friend whom I knew very well, as to why he was not a Member of the "Benevolent Society" and his reply was amusing and somewhat typical. He said—"I am not a member but I told my wife to send down a lot of old clothes to you the other day." Mark you, every such contribution is most welcome, but we must point out that our responsibilities and our commitments are on a cash basis:—for instance, we cannot go to Steamship Companies, when we have a call for passage Home and say, "What is the cost of a 2nd Class passage to England please, and can you let me know how much it will come to in old shirts and trousers?" Neither can we say to the Principals of those schools who have done so much for us—"Please, how much do we owe you for fees, and we would like to pay in collar and socks?" Nor you will see that is quite impossible, therefore we must ask for money and, like Oliver Twist, "we want more."

We are deeply grateful for the donations from Clubs and private individuals, and the annual grant of \$1,000 from the Hong Kong Government is a welcome stand-by, it makes us feel we have their sympathy at our back, and while some of us think possibly the grant might be larger, we rest content with the feeling that should the call of necessity arise, they will not turn a deaf ear to our representations.

Police Help

The report read has already conveyed our thanks for valuable assistance rendered by various people and organisations, but I am asked to particularly record our thanks for assistance we have received from the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, and his Department. In

They are:—Mrs. Wise, Mrs. Drymple, Mrs. Layton, Mrs. MacKintosh, Mrs. Hartigan, Mrs. Just, Mrs. Brodie, Mrs. Hirst, Mrs. Forbes, Mrs. Ede, Mrs. Keswick, Miss Sexton, Mrs. Master, Mrs. Inchbald, Mr. Brodie, Mr. Hirst, Mr. Herbert, Col. Chater, Capt. Rumsey, Mr. Ede, Mr. Wise, Hon. Mr. B. Layton, Mr. Forbes, Mr. Just, Mr. Noble, Revd. Mr. W. Jennings.

1,856 Cases
Our Committee, I would say,—for the benefit of those who may be new-comers—is composed entirely of ladies who meet, as the report has explained, at the City Hall twice a week to receive and to distribute clothing, and twice monthly to discuss and decide upon cases on the Society's books. When the actual numbering of the cases commenced, I do not know, but it is noted in the minute book before me that the last case indexed is No. 1,856. This minute book represents a wonderful record; a perusal of its pages discloses an interesting, but sad history of want, suffering and in some few cases, human frailty, while at the same time it modestly sets forth in business-like manner and concise terms, the well-considered treatment meted out to applicants, by the members of the Committee.

It further discloses a train of thought in which commonsense, and full realisation of responsibility in handling other people's money, is at once, apparent so that those who are good enough to contribute, and whom I hope will remain members and induce others to become so, can rest assured that all offerings whether in cash or clothes, will be dealt with in the most efficient manner possible.

Of course, it is difficult for some people to quite grasp the inner workings of this organisation and its financial responsibilities. I would therefore ask you to realise that while clothes, blankets etc., are most welcome, and while we are extremely indebted to those that send them, they being the means of effecting urgent and temporary relief, the foundation of the Society must, by force of circumstances, be firmly bedded in a strong financial position.

We have, for instance, some 20 odd children at school, we are ex-

post, and knowing as we do her capacity for work and her keen interest in the welfare of the Colony, you will I know share the views of the Committee that the appointment is one which cannot but be regarded with the greatest satisfaction.

Newspaper Coupons
Now I would like to mention that as a result of last year's Meeting, I received several very kind letters regarding the Society and its report, but in some cases the communications were not accompanied by the essential cheque or comprotrade order and as no doubt this was merely an oversight, I hope that this passing reference will be quite sufficient to prevent such an unfortunate occurrence this year: will friends please note.

In order to make matters simple you will find in your newspapers to-morrow a coupon which we hope you will cut out, fill in, and send to the addresses indicated. Don't put it off—do it first thing and you will then be relieved of all anxiety for 12 months, knowing that you have deputed others to look after your charitable obligations.

The Appeal
So ladies and gentlemen, we once more put forward our appeal. The account of our stewardship is now before you; if you consider it has inspired confidence we look for your support, help is wanted from all eligible to subscribe no matter their station in life; there is no distinction, be they taipan or artisan, all are equal in the sacred cause of friends please note.

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Call to Community
These remarks, poorly expressed and in common place language, have at least but one redeeming feature and that is their sincerity. They will perhaps in the ordinary course of things be read to-morrow by many residents and if here and there they have struck a chord of sympathy in our work, and awakened a desire to help, they have then in truth achieved their main object.

Members Wanted
Mr. Sutherland had given them sound advice for the putting of their finances on a better footing, and it had borne fruit. From Mr. Sutherland's speech, they all know that he had given a lot of his time even to that meeting because in his address to them he had gone very fully into the workings of the Society during the past year. They appreciated it all the more when they realised that Mr. Sutherland

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MOTORISTS! THIS IS YOUR PAGE

Come and
See the
Two Fine
Values

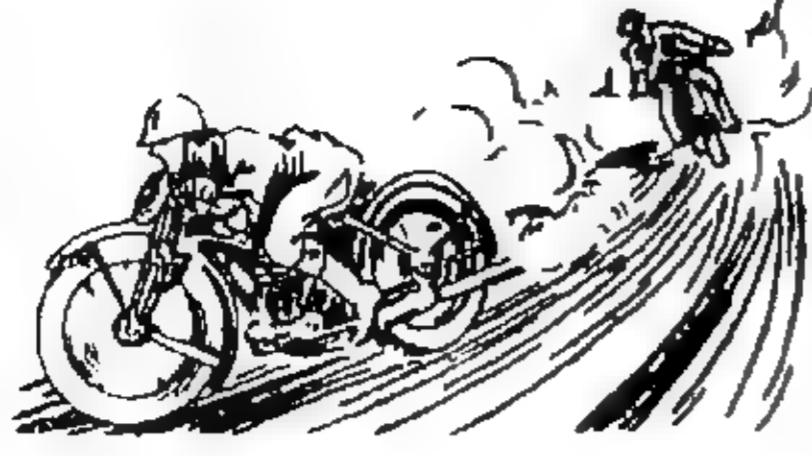
Model I.29
3.19 h.p. O.H.V.

AND

Model I.29
TWO PORT
3.49 h.p. O.H.V.

And Then—

"Lead
The Way
on a
B.S.A."



THE RE-DESIGNED

B.S.A.

MOTOR CYCLES

EMBODY

Large Additions of
Great Importance for

1929

Full Particulars from

SINCERE'S

THE SOLE AGENTS.

WHAT YOU WANT —

is a machine of quality at a low price.

We have now in stock

GILLET D'ERSTAL 32 WORLD'S RECORDS
Models from H.K.\$470 up.

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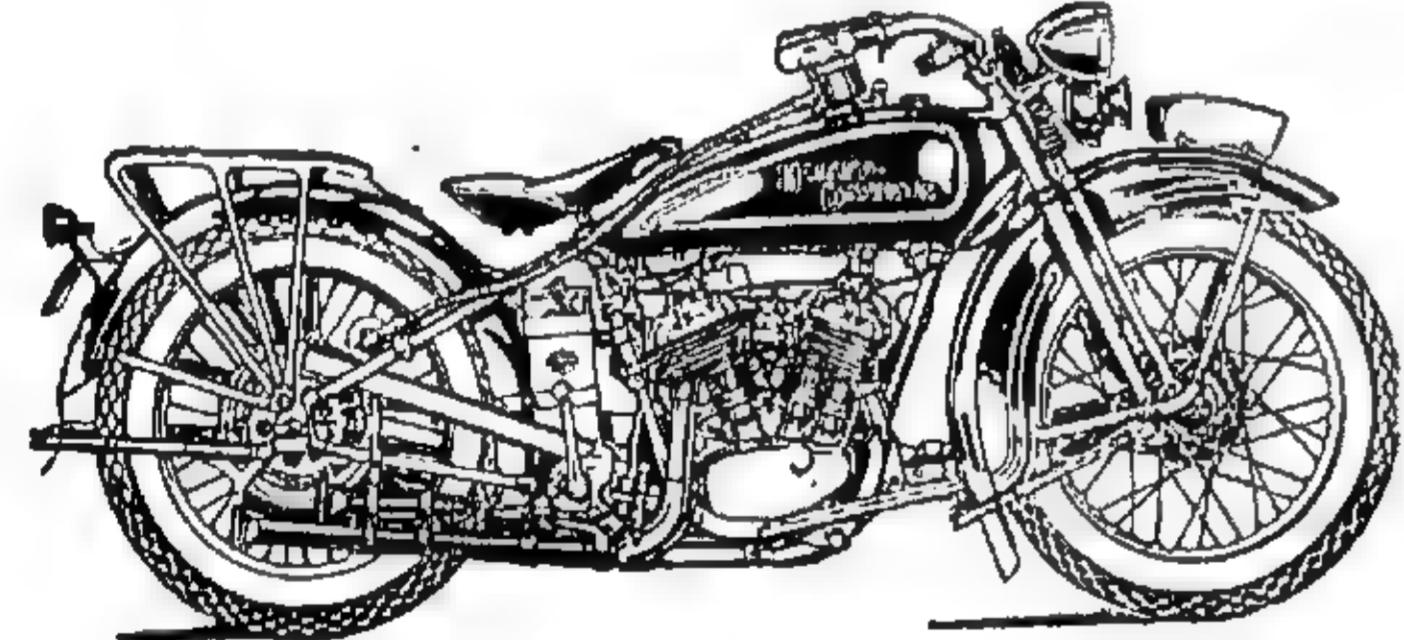
MONET & GOYON

Fitted with the famous M.A.G. engine
holder of 26 WORLD'S RECORDS
Models from H.K.\$360 up

also Side-cars Accessories and Spare Parts.

Sole Agent for Hong Kong and South China:
THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

THE LATEST 1929 HARLEY-DAVIDSON.



A NEW WONDERFUL 45 TWIN.

Here it is! The 45 Twin, the Motor-Cycle Magnificent, that the world has been waiting for Harley-Davidson to build.

And such a Motor-Cycle! Great Acceleration—Smooth Gliding Power—Quiet Speed that leaves the parades of cars far behind. Above all, a Motor-Cycle easy to handle, a comfort and a pleasure to ride. Everything you would expect in a 45 with the Harley-Davidson name on the tanks. Features Galore that stamp it the peak of modern Motor-Cycle engineering.

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242.

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry.)

A GOOD ASSORTMENT OF SPARE PARTS AND

ACCESSORIES IN STOCK.

Sole Agent in South China for:

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and
BUSES**

Beam-Lite
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Batteries

THE ASIATIC AMERICAN CO.

OFFICE:
46, Stanley Street.
Tel. C. 244.

SHOW ROOM:
11, Queen's Road, E.
Tel. C. 575.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six."]

An Indian Motor Road

A special motor road has lately been completed between Rajpur and Bhatta, in Northern India.

* * *

"Cop Lights"

Six spotlights casting a beam of light on traffic policemen are now in operation in Croydon.

* * *

Bosch!

A boy in an engineering class was asked what a magneto was. He replied: "The paper that King John signed at Runnymead."

* * *

Safety Invention

A safety device to operate level-crossing gates, electrically controlled by approaching trains, has been invented by two Carlisle railwaymen.

* * *

Bitten Both Ways

Foreign cars entering Spanish territory will in future have to pay a tax not only on entry, but also when leaving, the amount being proportionate to the time spent in the country.

* * *

Morris Municience

A gift of £38,000 for the extension of the Radcliffe Infirmary, Oxford, has been promised by Mr. W. R. Morris, who has also promised an additional sum when the extension is complete.

* * *

Where the Sting Comes

Enforcement of a regulation requiring a red reflector at the rear of cars, in addition to the tail lamp, caused consternation among New Zealand motorists, as there were no supplies of suitable reflectors in the country.

* * *

Four Months for Eighty Day

Sir Eric Geddes, chairman of the Dunlop organisation, has left London on a business visit to Australia and Singapore. Although the tour will occupy four months, Sir Eric's actual stay in Australia will be eight days only.

* * *

Grand Prix Cancelled

The Grand Prix d'Europe, which was to have been held by the R.A.C. on September 22, at Brooklands, has been cancelled. In its place a meeting comprising the usual series of long and short handicap races is being held.

* * *

Swiss Behind Us

Figures recently published show that at the end of 1927 there was one motor vehicle to every 46 inhabitants in Switzerland, and one car to every 73 of the population. In South Africa our figure is something like one in seventeen.

* * *

Small But Speedy

At the West South Wales Centre A.C.U. Speed Championships, held on Pendine Sands recently, two supercharged Austin Sevens secured first and second places respectively in a ten-mile speed event for light cars. A speed on 84 m.p.h. was reached on the straight, whilst the lap speed was in the region of 60 m.p.h.

* * *

New High Figure

During the month of June over 31,000 Hudson and Essex cars were manufactured and shipped by the Hudson Car Co. in America. This was over 7,000 more than in the corresponding months of 1927. During the first six months of the current year over 183,000 Hudson and Essex cars have been produced and shipped as against 168,336 a year ago. These figures constitute records.

* * *

Canada Goes Ahead

Although for some time previously motor cycle registrations in Canada have been showing a decline, there has been an increase, during the past year, of seventy-five. The largest number is in Ontario, where there are 3,159.

* * *

Pioneer Motor Cyclists

A meeting was held recently at Olympia with a view to discussing the formation of an association of pioneer motor cyclists. It was unanimously decided to go ahead with the proposal. The title of the new organisation is "The Association of Pioneer Motor Cyclists," and membership is open to those who were riding motor cycles prior to 1908.

£1,000 Per Hour!

It is stated that Vic Huxley, the popular motor cycle dirt-track racer, has won approximately £1,160 for 1 hr. 17 mins. actual racing time on the track, whilst Frank Arthur, another well-known rider, has won over £1,300 for 1 hr. 25 mins. racing.

* * *

Highway Transportation

Highway motor transportation is making wonderful strides in Italy and the number of lines operating for passenger-carrying is increasing almost daily. In 1917 there were 9,800 miles of route over which regular passenger coach services were run. By this year the number of such lines had been increased to 38,428 miles, the region best served in proportion to the population being, rather curiously, the island of Sardinia. According to recently published Government statistics, 70 per cent. of the Italian motor buses and coaches are of either Fiat or SPA construction. These two firms, which some time ago came under the same general management, have created a network of directly controlled motor routes, the principal centres being Piedmont, Tuscany, Emilia, and Sicily. Some of the routes are international, having their terminus points in France, Switzerland and Austria. Subsidiary enterprises are being worked in Liguria, the Venetian provinces, Lombardy, the Basilicate, Sardinia, and in the Italian colonies in Africa, notably Libya. Projects are in hand for a still greater extension of road motor transport lines.

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—continuous mileage, freed from trouble, which gets deliveries to customers on time.

—sturdy mileage, caring little for rough going and heavy loads.

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The A.C.U. recommends that the following flags should be used for the purposes named at race meetings coming under its jurisdiction:

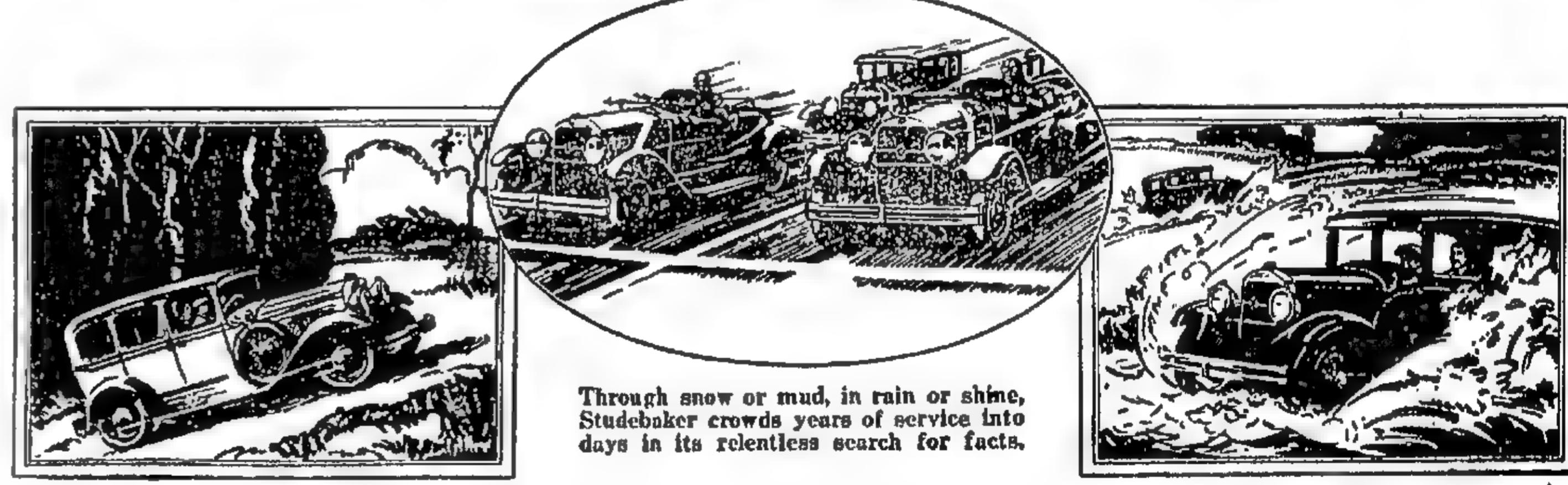
White, start; red, stop race;

green, last lap; black and white,

checkered, finish. In addition to these, a yellow flag is suggested as a recall signal in the case of a false start, whilst a black flag may be used as a signal to an individual competitor to leave the course. The Union recommends that the flags should be at least 3 ft. square.



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STUDEBAKER'S engineering staff during 1928 drove test cars more than 1,500,000 miles! In addition, Studebaker and Erskine cars ran 224,000 miles in officially supervised speed and endurance trials.

Studebaker's 800-acre Proving Ground contains miles of private roads—steep hills, mud and sand, forest trails and smooth boulevards, even a banked speed-way. Studebaker invested more than

£200,000 in this great outdoor laboratory. Here, Studebaker and Erskine cars must prove their championship performance.

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[[Studebaker builds four great lines of cars—The President (night 30,000 miles in 26,326 minutes); The Commander (23,500 miles in 22,958 minutes); The Director (30,000 miles in 47,511 minutes); The Badger (1,000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.]]

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STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1852

LIGHT CARS**All Kicks And No Praise'****REMARKABLE ASPECT**

One of the most remarkable aspects of the development of the modern motor car has been the nonchalance with which motorists, as a whole have regarded its progress—the readiness with which they have accepted a standard of mechanical perfection which was undreamed of only a few years ago.

Instead of marvelling at each new example of reliability and precision they have long ago taken for granted a degree of excellence which even the most sanguine prophet would hardly have ventured to predict in the early days.

The fact is that the modern motorists is rapidly becoming spoiled. It is not everyone of course, who would write to a firm of light car distributors to complain of a clock that would not keep accurate time, although such a letter is actually on record at the offices of a certain well-known concern.

At the same time, innumerable complaints are constantly being made upon comparatively trivial grounds, while genuine appreciation is proportionately rare.

To illustrate what I mean, let us imagine that we are overhauling the engine of a typical 12 h.p. car after it has covered about 10,000 miles of ordinary main road running.

Let us examine a few of the working parts, and consider what has been happening to them since they last saw the light. Most people detect statistics, but we shall in this case be able to arrive at some figures which present the familiar parts in a new and, on the whole, a very flattering light.

For purposes of calculation we will assume that the engine has been turning over most of the time at about 2,000 r.p.m., and that the car has normally averaged about 30 m.p.h. These are by no means unreasonable figures.

Let us first examine a single valve among the eight that are now exposed. This valve has been having a very rough time indeed! It has been opened and closed once for every two revolutions of the engine. That is to say it has been struck a smart blow from behind in order to force it open, and it has been closed with a snap by means of a powerful spring. What is worse, assuming it to be an exhaust valve, it has stood on each occasion in the path of the exhaust gases as they left the cylinder in the form of a sheet of flame.

In every minute this has happened 1,000 times. In every hour it has happened 60,000 times! There have been 2,000 performances in every mile, and in 10,000 miles no less than 20,000,000!

After twenty million performances it would be quite reasonable to imagine that there would be a considerable burning away of the head of the valve and a considerable hammering away of the stem. Actually, it is little the worse for wear.

It is true that there is some slight pitting of the seating surfaces, but this can be remedied in a few minutes without any expert assistance. It is also true that, under the microscope, there may be a minute thickening of the hammered end of the stem, but this is so slight as to be of no account.

The tragedy is that this faithful valve practically never gets so much as a thank you for what it has done. The occasional bad valve which warps under the strain is consigned to perdition in no uncertain tones! It remains the talk of the garage for weeks after its ejection. But no mention is ever made of the ninety-and-nine good valves that need no replacement.

It is the same with the humble sparking plug. Few people realise the amount of work that it manages to get through. In the case we are considering, each sparking plug will have functioned twenty million times. Even allowing for a few misfires, we may safely put the figure at 19,000,000!

On each occasion a small but undeniable flame has passed across it. On each occasion a violent explosion has taken place, so to speak, right under its nose! In spite of all this, the only visible defect is a slight widening of the gap between the points, a matter that takes only a minute to put right.

The magneto during the same period has produced eighty million sparks. Allowing for 100 misfires per plug, we may perhaps be on the safe side and say 70,000,000!

Even the wheels and tyres have not done too badly. We may assume that the car in question is geared at something like 5 to 1 on "top." In this case, each wheel will have revolved 8,000,000 times and each tyre, assuming that it has spent a fifth of its time on the spare wheel, 6,400,000 times!

**THE MOTOR TRUCK
A Factor in Highway Construction**

[By Col. Woolsey Finnell.]

Transportation has always been the "best noir" for all construction and maintenance. Every known kind of transportation has been employed from time to time with varying degrees of success and failure, but no one really appreciated motor transportation until the World War forced us to use trucks. If we had not used trucks, trucks and more trucks in road maintenance during that gigantic struggle was one of the prime factors that helped to accomplish our task as quickly as it was done.

Since the war all the states have been in a mad rush to see which could build the greatest mileage of roads with the money available and then to maintain these roads at the least possible cost.

Some of the states, counties and even contractors in the early twenties tried to haul surface material with teams. One large contractor signed a contract to pave thirty miles of road in 1920. He was a team man and therefore put forty teams hauling aggregate to his mixer on an extreme haul of ten miles. At the end of the season he had four or five miles paved and finally went broke.

All kinds of trucks that were offered have been used for road work with more or less success, many of which were not suitable for the work required of them; but like every other innovation the experimental stage has almost passed.

The people who use trucks demand a machine suitable for the work to be done and the manufacturers have responded to these demands in order that they may be able to sell their trucks.

During the past ten years the evolution of trucks for road work has been rapid and has now reached a state that is satisfactory to those who are dependent on trucks for transportation.

It would be absolutely impossible to build or maintain roads at anything approximating the low cost now prevailing if we did not use motor transportation.

In Alabama aggregate for paving and gravel for surfacing has an average haul of approximately four (4) miles. The topography of the country is such that industrial railways are not economical, therefore it is either a truck haul or a team haul. Truck haul cost is approximately fifteen (15) cents per ton mile. Team haul cost at least fifty (50) cents per ton mile.

The same ratio of cost applies to all other supplies i.e. pipe, steel, timber, feed, provisions and the transportation of labour used for construction and maintenance work on our highways.

Accepting the above as an average for Alabama and other states where labour, fuel, etc., costs are practically the same as ours we are confronted with only three problems in regard to transportation, as follows:

(a) Know what you want your truck to do; then buy some standard truck suitable for the job.

(b) Put a man in charge of your truck that knows how and will handle them as they should be handled.

(c) Make all minor repairs promptly thereby saving the cost of major repairs.

It being a self-evident proposition that we must use trucks, trucks and more trucks for our road work it is thought that the three admonitions given above will, if followed, be beneficial for all who pay for their hauling.

NEW VOGUE

In their new "75" and "65" Chrysler executives believe they have introduced an entirely new style which will be the vogue of the future for all motordom. J. E. Fields, vice-president in charge of sales, points out that every line, arc, oval and curve has been blended into a body ensemble that has never been achieved in any other car. Thorough study of the Greek theory of dynamic symmetry, plus known supplementary modern laws, has resulted in a co-ordination of the car's visual picture that is absolute, he says—a result in motor car beauty and symmetry never before achieved.

Chrysler body design experts have devoted greater part of three years in their effort to overcome difficulties that heretofore have proved insurmountable. They have combined, for the first time, the entire ensemble of a motor car into a co-ordinated whole. During all this period they have worked with the idea in mind finally of producing a car that would forever re-style all motor car styles, giving the public a freshness and beauty in design that would be lasting.

The magneto during the same period has produced eighty million sparks. Allowing for 100 misfires per plug, we may perhaps be on the safe side and say 70,000,000!

Even the wheels and tyres have not done too badly. We may assume that the car in question is geared at something like 5 to 1 on "top." In this case, each wheel will have revolved 8,000,000 times and each tyre, assuming that it has spent a fifth of its time on the spare wheel, 6,400,000 times!

HIGHLIGHTS**Nash Manufacturing History**

1916—1929

In August, 1916, C. W. Nash purchased the plant of the Jeffery Motors Company, located at Kenosha, Wisconsin, and founded the Nash Motors Company—a manufacturing organisation that is now world famous. Its rapid growth is revealed in employment comparisons—approximately 2,500 workmen in 1916-1917 compared with 14,076 in 1928. And from 9,154 cars built in 1917 has come the impressive production record from June 1928, to November 23, 1928, when the 100,000th Nash "400" was built.

Various Phaeton models built by Nash serve admirably to illustrate how definitely progressive Nash de-

IN INDO-CHINA**Motor Trip Sets New Record**

WINNING HIS BET

An interesting feat was accomplished recently by M. Andre Poncet, a Saigon engineer, according to "Le Courier Automobile," published at that city. Mr. Poncet left Saigon on a Tuesday at 12.05 o'clock in the morning and arrived at Hanoi the following day at 8.03 o'clock in the evening. He thus spent less than two days on the trip between the capitals. First of all it was a sporting exploit that proved the qualities of audacity and endurance of the person accomplishing it; secondly, it was a mechanical exploit that proved the qualities of the new Ford, as the feat was executed in a Ford Coupe of 12-14 h.p. French rating.

The departure from the Place de la Cathédrale of Saigon was witnessed by Messrs. Naudot, director of the S. C. A. M. O., Omer Sarraut Gazano of the Banque de l'Indo Chine; Henri Guerry of the Cie. d'Electricité; and Doctor Lasserre.

M. Poncet had made a wager to arrive at Hanoi in 48 hours. His friends tried to persuade him not to leave. "You have lost in advance," they told him, "don't risk your life to be vainglorious." He did not listen. He had a passenger as far as Tourane, M. Caillard. From Tourane, he was alone and drove the whole distance himself.

Log of Trip

The following is a detailed outline of this trip:

Arrival at Phantiet (200 km) at 3.20 a.m. In leaving Phantiet, a horse lunged at the car and it is a miracle the trip did not come to an end then and there. The searchlight was demolished, the right headlight broken and could not be used. The rest of the trip was made with a single light.

Arrival at Nha-trang (450 km) at 9 a.m.—Rain started.

Arrival at Quinhon (750 km) at 4 p.m. After the ferry at Thuyhoa, the passage of which took 1½ hours, the bad weather became worse, and the road was at times covered with 40 cm. of water, not becoming dry again until leaving Tourane, where the rain stopped.

Arrived at Tourane at midnight, making exactly 1,000 km. in 24 hours. One hour stop and M. Poncet left Tourane alone this time.

Arrived at Hue at 4.30 in the morning. The "col des nuages" was in the clouds, as it should be, therefore 10 km. through a dense fog with only one headlight.

Arrived at Donghai at 8 a.m.

Arrived at Vinh at 2 p.m.

Arrival at Hanoi at 8.03 p.m. This arrival was checked by Messrs. Demange, Dassier and Triaire, merchants at Hanoi. The speedometer showed 1,730 km. which correspond very nearly with the distance generally given.

Actual Time 32 Hours

The stops made for gas and water, for rest and meals and the time spent in the numerous ferries boats on the way made a total of 12 hours. The actual driving time was thus 32 hours or an average of 56 km. per hour.

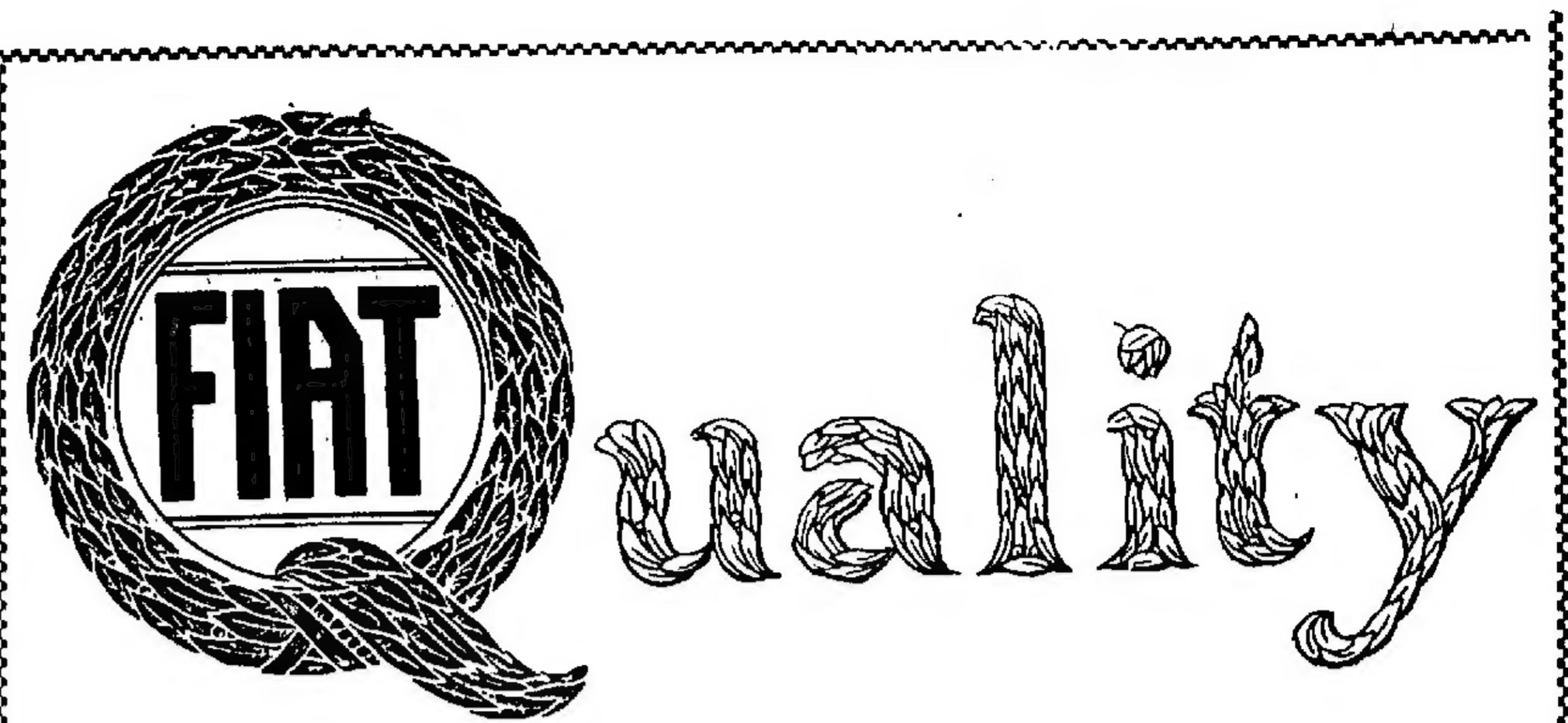
At the finish nothing was out of order, nothing broken. Not one spark plug had been changed. Before starting, the car had already covered 3,000 km. driven carefully and exclusively by the owner.

The gas consumption was 13½ litres per 100 km. which is not excessive considering the speed maintained. The oil consumption was two litres for the whole trip which is insignificant. M. Poncet said the most difficult part of the trip was between Ninh-Bohn and Phuyl.

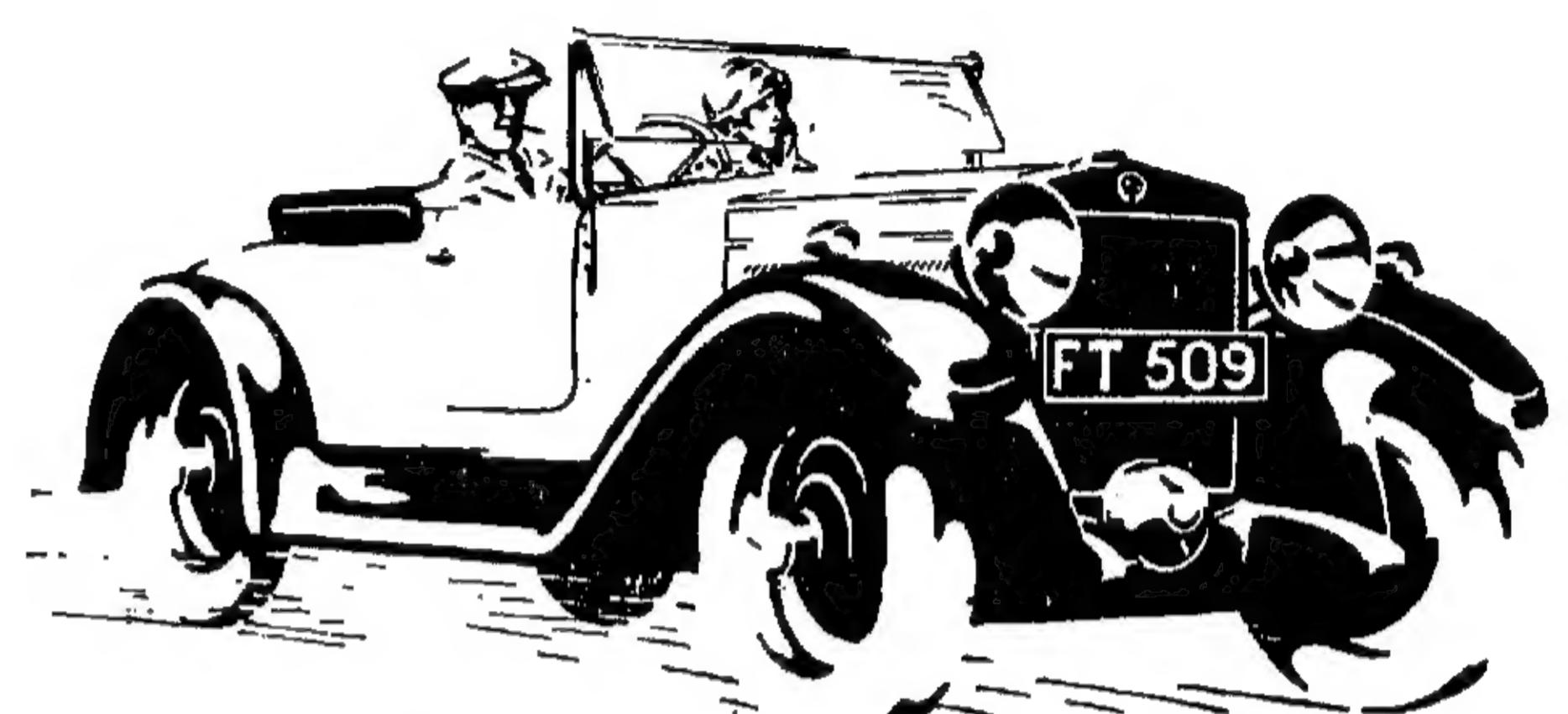
"I have driven like a savage," M. Poncet said, "going through the villages or arriving at road turnings at 75 an hour—slowing down with the brake in 20 metres, departing or rather leaping off at the touch of the accelerator. I doubt that any car but the Ford could do the same thing. In any case, it would be nearly impossible without the Ford suspension to hold the wheel so long at sometimes 75 an hour, on a road not bad, but constantly filled with difficulties—short turns, narrow bridges, fillings, etc. I estimate that with a closed Ford (I am in favour of the closed car because of the fatigue caused by the wind and the rain, and with two drivers taking turns, which would permit the reduction of the stops to the strictest minimum,) the trip could be made in 36 hours."

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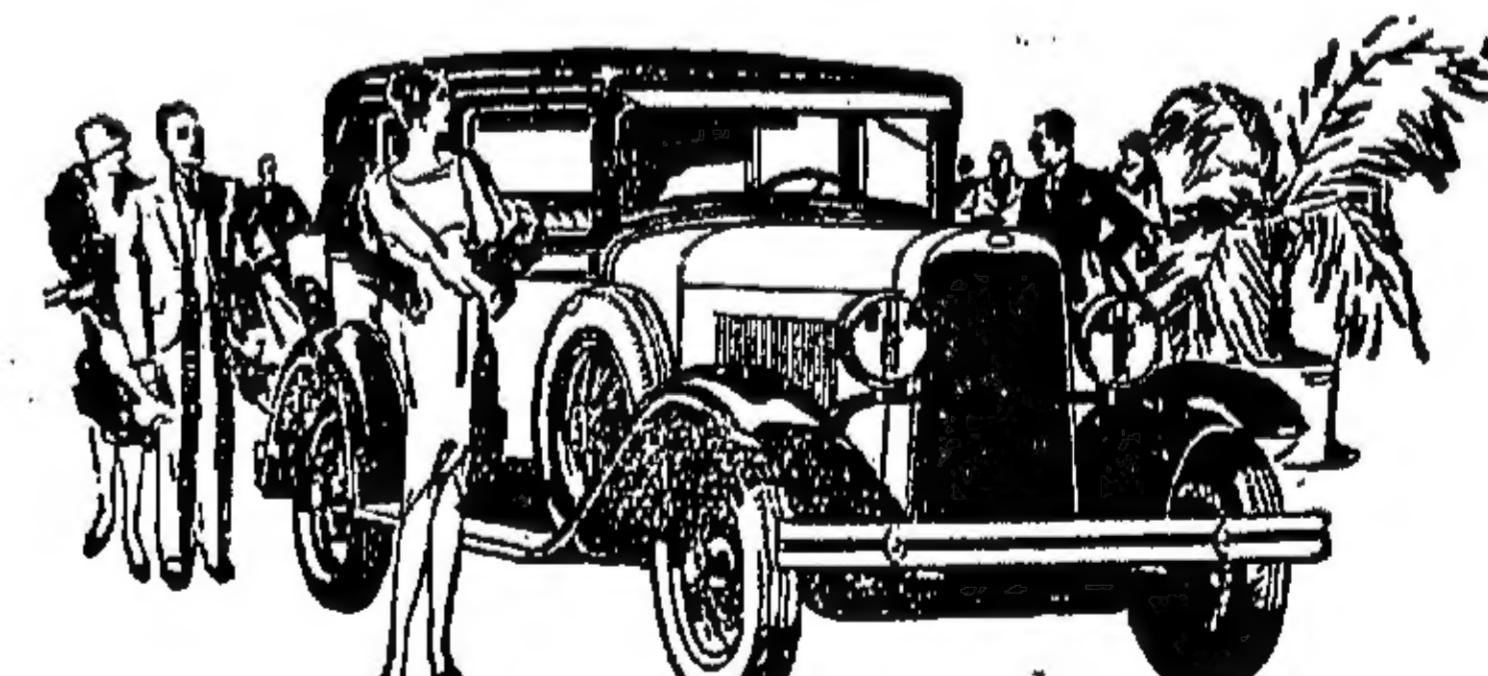
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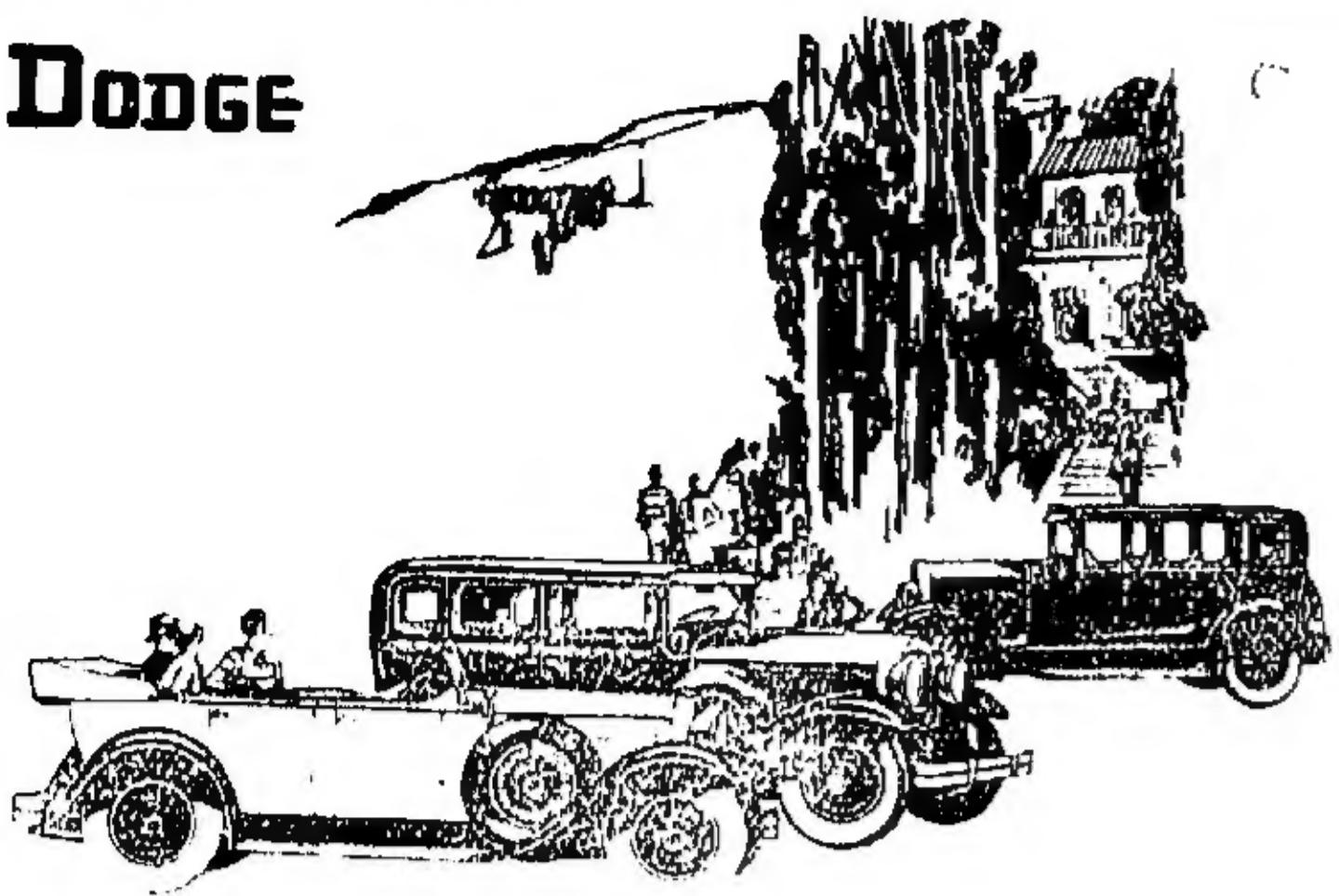
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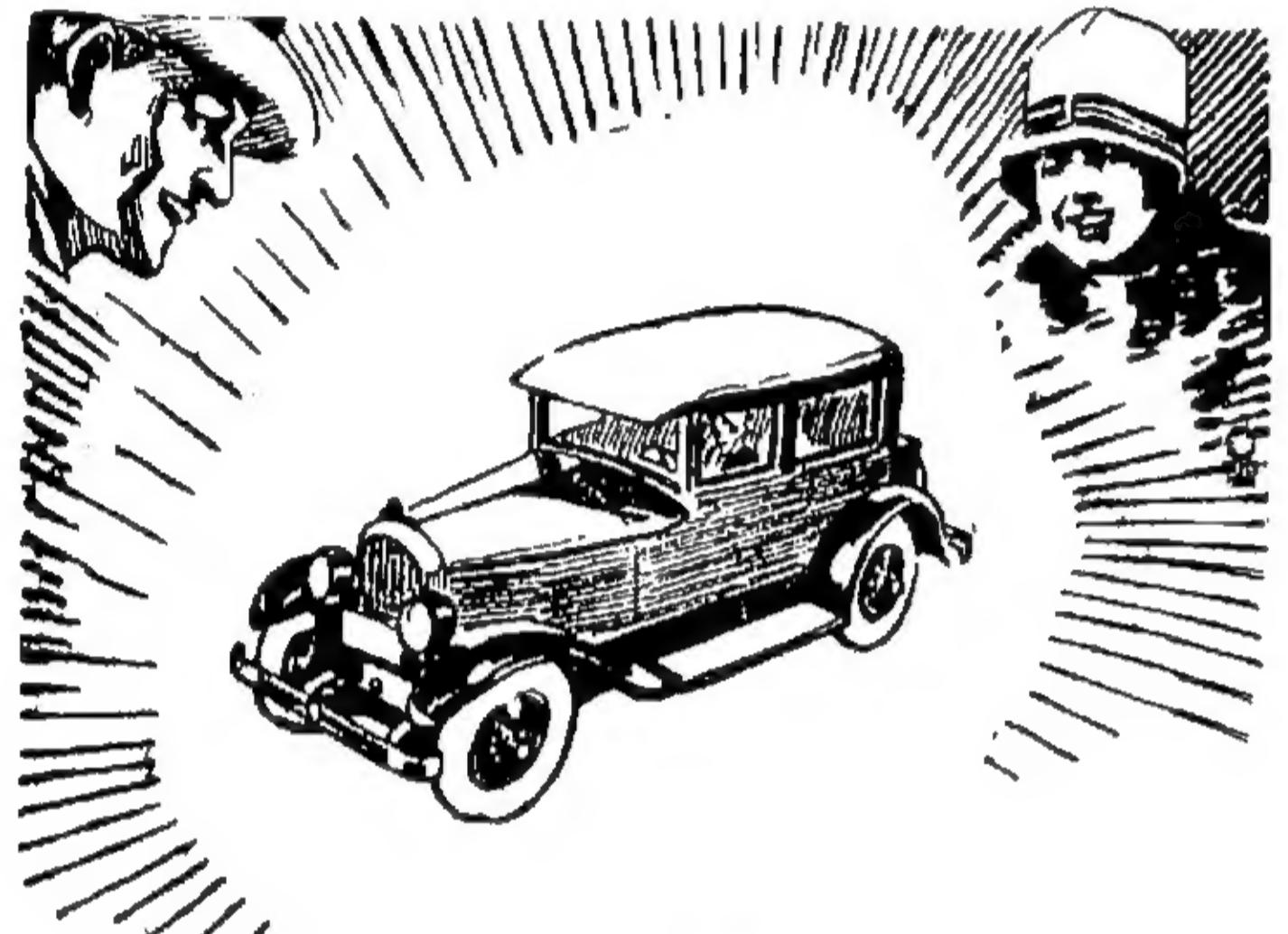
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SURPRISING PEOPLE**Best Drivers Should Be Organists!****SOME MOTORISTS**

By their driving ye shall know them. Or ye shall not know them. There ought to be some connection between driving ability and general ability, between good manners on the road and good manners everywhere else, but, so far as my own observations have gone, there is none. Thus writes the "Evening News" Motoring Correspondent.

There was once a school of thought in Big Business which had a theory that the way to choose a new Head of a Department was to study his behaviour during a round of golf. What happened if the candidate did not play at all, or was a member of the Walker Cup team? I do not know.

But recently I heard a suggestion that a man's way of driving a car would tell you at least as much about his character as a round of golf with him.

Probably this is perfectly true; it would tell you whether he was heavy-handed or neat in his movements, whether, in fact, he was a good driver or a bad one.

But because he overtakes the car ahead on a blind corner with an inch to spare nobody has any right to believe him the sort of person who would dash in and corner the world's tin-tack market one morning on his own responsibility.

Off-hand I can only think of two drivers who have seemed to me, sitting miserably beside them, conspicuously reckless. One was an artist, the other an actor who specialises in villain's parts.

One of the speediest and most enthusiastic motor-cyclists of my acquaintance has written authoritative books about Einstein's theory. Perhaps miles per hour are his concrete idea of four dimensions and the spatio-temporal interval.

It is not even true that the people who are fond of driving are good drivers, or that good drivers are fond of driving, though it is partly true. Nor are professional drivers either good, or bad, as a class.

London bus drivers are, almost without exception, magnificent. A number of taxi-drivers are amazingly bad, not merely rude or dangerous, but wildly inefficient. Most of these are oldish men who started with horse cabs and have a natural loathing and contempt for machinery; they never wanted to drive cars and it is a thousand pities that necessity forced them to earn their living by it and simultaneously earn opprobrium for a class that contains far more excellent drivers than we London motorists are accustomed to admit.

As for the professional chauffeur, he is a little liable to be a Jekyll when his master is riding in the car and a Hyde when he isn't. At least he knows his business, but there is an exception to every rule. In this case it is a Belgian chauffeur, a clumsy and inertial driver who, with all his faults, prided himself on the years' work without an accident of any kind.

This man had the bonnet of his car open one day when the engine was taking over.

He put his finger on one of the sparking plugs, leapt back in obvious amazement, and exclaimed: "Oh! I got a shock!" My own eyes and ears witnessed this performance.

Most racing drivers set a marvellous example of carefulness and consideration on the road.

On the other hand, I could show you the remains of a tree a few hundred yards from Weybridge station. A well-known Brookland driver took the corner in front of it about three times as fast as the laws of dynamics and the road's co-efficient of friction permit, and hit it tail first at over 50-m.p.h. The same driver overtook me once at about 60-m.p.h. downhill, in the dark, right on his wrong side of the bend in Roehampton-lane opposite the Convent, when the road was crowded with traffic.

There is some connection between driving manners and professions, according to the insurance companies, who ought to know. Jockeys, undergraduates, licensed victuallers, and R.A.F. officers are professions on their black list of "bad risks." On the other hand, I never heard of any company which offered specially favourable terms to undertakers and artist's models, who might be expected to have in their minds a fairly constant fear of death or disfigurement.

If there is any profession which ought to be of great technical assistance in driving a car it is playing the organ. Organists are practised in the skilled co-ordination of different simultaneous movements of hand and foot, and they must be assumed to have a good ear for music, which is unquestionably a great help in the exact timing of gear changes. But

LUXURY CAR**Does Over 100 Miles Per Hour****MANY FINE POINTS**

One of the outstanding American cars of the high priced, luxury class is conspicuous for its high power rating as well as for other qualities of beauty, comfort and performance. They new Stearns-Knight Eight, while it is rated at 39.2 H.P., actually shows developed energy at 2,600 R.P.M. of more than 100 brake horsepower, according to figures given by the engineers. The motor driven at its point of maximum efficiency will move the car at a speed in excess of 70 miles an hour, which ranks this Stearns-Knight model as among the fastest stock cars built in America.

The engine assembly is conspicuous for its compactness and neatness of appearance. The absence of valve mechanism eliminates all the usual construction necessary to permit attention to poppet valves.

Starter, generator, water pump and exhaust manifold units are carried on the right side of the motor, which also carries the crank case oil filler pipe. In the construction of the Stearns exhaust manifold, the cylinders each exhaust directly into the manifold, assuring a quick scavenging of the dead gases. The travel of the exhaust gases is over the top of the motor and down on the left side where they pass around a hot spot, heating the intake gases before they pass into the intake manifold.

Intake manifold, carburetor, air-strainer, oil pump and distributor units are assembled on the left side of the power plant. The shaft driving the distributor is housed in a section of the motor base and crank case casting. An oil purulator is carried at the front end of the motor.

Clutch and transmission housings are in unit with the motor construction. An interesting feature of the clutch operation is the ease with which the length of throw necessary to operate the clutch may be adjusted. The lever which carries the clutch pedal is connected to the clutch disengaging mechanism by a slotted arm and adjustment of the throw of the pedal is obtained by changing the position of the bolt in the slot in this arm.

The fan assembly at the front of the motor bloc carries a two-bladed fan of heavy capacity, the fan being belt-driven and easily adjustable.

FIAT WINS**Roumanian Tractor Trials**

With a view to popularising the use of mechanical traction in Roumania, which is essentially an agricultural country, important tractor trials were held at Temesvar a short time ago.

Drawing a three-share plough and making furrows to an average depth of about 8 inches, a Fiat Model 700 A agricultural tractor won the contest, being awarded full marks (100) for all-round excellence.

Other competing makes were Renault, Caterpillar, Wallis, Hanomag, International, Fordson, Hart Parr, Case and a Gross Bulldog Diesel Tractor, the marks awarded ranging from 95 down to 29.

In awarding the marks, economy of consumption as well as reliability, ease of operation and power were taken into consideration by the jury, composed of eminent engineers and agriculturists.

So great is the demand for this tractor that the Fiat organisation has had to form a separate subsidiary company to build it, and these tractors are now manufactured under the direct control of Fiat, by the Officine Costruzioni Industriali di Modena. This is still another addition to the great Fiat industrial group which manufactures in its various factories every form of mechanical transport on road, rail, water and in the air.

TOOL-BOX RATTLE

Some old cars are fitted with tool-boxes or battery cases the lids of which are held down by hooks and staples. These do not always make a secure fixing, and after a while the lids rattle. To prevent this it is a good plan to substitute for the hooks and staples a proper lock and key. These locks, which are quite small, can be obtained from any accessory dealer. Wood screws should be used for fixing.

A lecture on the publication of automobiles will be given at the Engineers Institute on Tuesday, 6th inst. at 5.30 p.m. Non-members are cordially invited.

I never heard of an organist winning the Targa Florio, or even a gold medal in the London-Tidmarsh run.

51 SECONDS**Delivery Rate For Motors****THE "DRIVEAWAYS"**

Another indication of the steadily increasing use of motor cars is evidenced in a recent record-breaking driveaway from the Willys-Overland factory at Toledo, Ohio, U.S.A. While 2,116 freight shipments were handled in the usual manner, destined for delivery in all parts of the world, 816 cars were turned over to dealers who had come from territory within 250 miles of the factory rather than wait for the slower method of taking delivery by freight.

Advance designation of orders for these cars were in the hands of the driveaway delivery division and papers arranging for the taking of cars by the dealers were prepared in anticipation of their arrival. Installation of equipment, both regular and special, in accordance with the dealers' orders was also taken care of in advance of the coming of the men who were to drive the cars away, which introduced an element in the factory shipping division which is ordinarily taken care of by the service department of the dealer's own organization.

Installation of dealer's local licence plates and arrangements for payment of the cars as they were turned over, as well as the tuning up of the cars to avoid confusion in delivery, are all problems which are increasingly important as driveaway of new cars assumes such gigantic proportions.

How well these many details are handled is clearly shown by the fact that ten hours after the first car in the driveaway of 816 cars rolled away under its own power, the last of this new record number was on its way to its final delivery.

CAR CHEMISTRY

Although it is obvious to the most intelligent people that the modern car is of highly scientific construction, it is not so obvious that chemistry even now plays an important part in its construction, and, furthermore, that its application is steadily increasing. In the prime necessity of fuel chemistry has greatly assisted in the production of cheap and reliable quality petrol, and in the field of synthetic or chemically prepared fuels and the production of fuel from coal and allied materials the possibilities are very great, judging from the results of recent scientific research.

In other directions applied chemistry has become of great practical importance, as instance the extensive use of such chemicalized products as the Bakelite class of compositions and cellulose finishes. In the protection of metal surfaces from rust and corrosion matters are steadily improving, to the benefit of the car owner, thanks to chemical research.

Although glass has necessarily to enter largely into car construction, a purely chemical substitute, having none of the fragility of glass, but having its advantages, is by no means an unlikely product of the future if the intensive chemical research on the subject being carried out is any indication. In the production of specially durable glass compositions for use in the make-up of a car chemistry is likely to aid much in the future.

RECORD MOTOR SHIPBUILDING YEAR

The output of motor ships in 1928 was, according to "The Motor Ship," far in excess of that of any previous year, being 189 vessels of 1,177,235 tons gross against 137 ships of 816,000 tons gross in 1927. The production in this country was more than that in the next three countries combined, and totalled 73 vessels of 470,405 tons gross against 237,630 tons gross in 1927, the tonnage being thus practically doubled.

At the present time there are 270 motor ships on order of 1,763,000 tons gross. The figure is slightly lower than a year ago, but this is wholly due to a reduction in tanker tonnage under construction. An increase is shown in motor passenger and cargo liners being built. There are now motor ships of approximately 6,000,000 tons gross in service. Six years ago the figure was under 1,000,000 tons gross.

CLEANING DYNAMO BRUSHES

It is wise occasionally to remove dynamo brushes and to clean them and the commutator segments. In most dynamos the brushes are held in their guides by spring triggers. By raising the trigger with the forefinger the brush can be withdrawn, being careful not to pull off the flexible stranded-copper lead. Stray carbon may be removed from the commutator by a soft wad on the end of a pencil.

MORRIS COMMERCIAL CARS**LIST OF LOCAL OWNERS.**

Asianic Petroleum Co.	1-Type Z5 30 cwt. Tank Truck
Canton Government	10-Six Wheeler 30 cwt. Transport
Cheung Mei Bus Co.	1-Six Wheeler 18 pas. Bus
Cheung Mei Bus Co.	8-Type Z5 16 pas. Buses
China Motor Bus Co.	2-Type Z5 16 pas. Buses
Dowdell & Co., Ltd.	1-One ton Open Body Truck
Kowloon Motor Bus Co.	2-Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	1-One ton 12 pas. Bus
"Neatle Chocolate"	1-One ton Panel Truck
Ruttonjee & Son, Ltd.	1-Type Z5 30 cwt. Open Body Truck
Sincere Co.	2-Type Z5 30 cwt. Trucks

1-TON MODELS.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 50 at 3,000 Revolutions.
Piston Displacement 282 Cubic Inch. Wheel-Base 122 Inches.
Speed 40 M.P.H.

Model	Nett Weight	F.O.B. Factory Price	Extras	Packing	Hong Kong Delivery Price
Chassis	2,184 lbs.	£185	£34	£26	£246
Lorry	2,912 "	226	27	42	295
Standard Van	3,136 "	236	27	62	325
Van De Luxe	3,136 "	260	27	63	340
Tipping Lorry	3,248 "	240	27	43	310

Hong Kong Price includes:—Spare Wheel, Tyre & Tube, Speedometer, Electric Horn, Tools, also 12-volt Electric Lighting & Starting (£14), Oversize Tyres (8), Mileometer (5), Windscreens & Scuttle Dash (4), Bumpers, Bulb Horn & Mirror (2), Fenders (1) Instruction Book, etc.

SUPER 20/25 CWT.—R TYPE.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 50 at 3,000 Revolutions.
Piston Displacement 393.27 Cubic Inch. Wheel-Base 128 Inches.
Speed 45 M.P.H.

Chassis	2,576 lbs.	£228	£24	£28	£270
Standard Truck	3,304 "	270	12	43	325
Standard Van	3,682 "	288	12	65	365

Hong Kong Price includes:—Spare Wheel, Electric Horn, Tools, also 12-volt Electric Lighting & Starting (£9), Spare Tyre & Tube (7), Mileometer (5), Windscreens & Scuttle Dash (4), Bumper (2), Bulb Horn and Mirror (2), Fenders (1), Instruction Book, etc.

"WORM-DRIVE"

The Story of the Pioneers

A CONTRAST

"Pioneers of the Worm-Drive" is a term frequently applied to the firm of Dennis Bros., of Gainsford, England, who entered the motor manufacturing industry some 33 years ago.

During the early part of this century they concentrated almost exclusively upon the production of pleasure cars of a design that, in those comparatively early days, reached very high standards of both mechanical reliability and personal comfort. In attaining these characteristics a large part was played by the worm-drive that was very quickly recognised as a prominent feature of the chassis.

If one eliminates the various forms of friction transmission that have never gained any measure of popularity for road vehicles, there are left the three main systems of chain, bevel and worm.

At the time of which we are now writing a quarter of a century or more ago the chain drive predominated, but for what reason it is difficult to hazard a suggestion. Not only were they exposed to all the grit and rain, being almost invariably unprotected, but they were and still are composed of a large number of small moving parts. The wear on these was considerably reduced by the provision of chain cases, which forced both at crossings and in crowded oil baths, but even so, it was no easy matter to render these cases completely weather proof on account of the relative movement between back-axle and frame occasioned by the springs. The noise, too, of a chain-drive has never been mastered. And if a chain or enclosed chain does break ... ! Perhaps the feature that redeemed it in designers' eyes was its effect in reducing the unsprung weight, as by this system a back-axle could be of the simplest possible pattern, and, therefore, incidentally, inexpensive to manufacture.

This last-named consideration is an outstanding indictment of the bevel-driven axle. So far, criticism has been levelled against pleasure-cars and commercial vehicles alike, but to turn for a moment to the latter class, one finds that very much greater reduction between engine-speed and road-wheel-speed is called for than is the case with a car. Always alive to the possibility of future developments, Dennis Bros., though not as yet manufacturers of commercial vehicles indeed, such a thing barely existed, bore in mind the qualities that would be essential, supposing that they should. The back-axle of a commercial vehicle, they foresaw, would have to incorporate a double-reduction, if the drive were to be of the bevel type. This would necessitate a spacious housing of material that, in order to be strong, would have to be disproportionately heavy on account of the requisite thickness. Quite apart from this, there was the cost of the bevels and spur-wheels, which was by no means inconsiderable in the days when machine tools were few and far between. Finally it needed very little experience to show that wear on any of the teeth was sufficient to produce a most unpleasant degree of nosiness, absolutely opposed to the Dennis ideal of a silent transmission.

It was in these circumstances that Dennis Bros. designed their overhead worm drive, which they were the first to use in commercial vehicle construction. Of the drawbacks already outlined, it possessed none. Omitting mention of the differential gear, a feature of all the systems under consideration, one finds that two substantial pieces of metal alone constitute the essentials—contrast with this the myriad links, rollers and pins of a chain! Its nature enables it readily to be housed in a compact casing that also contains a plentiful supply of lubricant.

The considerations of wear and noise are points that may well be dealt with simultaneously. If gear wheels could be cut with the teeth in perfect accordance with the theoretical idea, they would be silent in running, for the latter are designed to have a rolling motion against each other. But, perfection being unattainable, there is a very slight rubbing between the two, which, in course of time, becomes gradually more and more pronounced, particularly when both wheels are of steel, as is necessary in bevel-driven back-axles. As, then, the teeth become worn, there will be increased play between the wheels, and instead of the driving load being taken by two or three teeth at a time and gradually transferred to another pair or trio, the entire transmission strain has to be shouldered by a single tooth of each wheel, which, on ceasing to mesh, transfers the burden to the next with a sudden, though slight, impact. It is this impact that causes worn gear wheels to become noisy.

The contract afforded by the worm-drive is illuminating. To

DOGS

Should Motorists Kill Them?

ADVICE TO OWNERS

At last a common-sense judgment has been delivered concerning a subject which has during recent years aroused very great controversy.

This decision, which was recently given by Judge Haydon in Ashby-de-la-Zouch, County Court, was the result of an interesting case in which the owner of a valuable whippet dog claimed costs from a motorist under the wheels of whose car it had been killed.

The Judge gave his decision against the owner of the dog and laid it down that motorists cannot be expected to watch ceaselessly for stray dogs which might unexpectedly jump within reach of their vehicles. For owners of dogs to expect such action was, he said, quite unreasonable. It is an indisputable fact that car drivers have infinitely graver responsibilities.

In these days for instance, the motorist using the roads has a tremendous number of things to consider. Other cars both ahead of and behind him must engage his every effort of watchfulness. Possible concealed crossroads, from which totally unexpected motor-cars may suddenly emerge, constantly threaten him with disaster. Traffic police in numerous spots require his undivided attention. Pedestrians both at crossings and in crowded city streets compel him to keep his eyes glued upon them. While last, but not least, the stream of horse-drawn vehicles and cyclists with entirely different speeds and movements from those of his car necessitate his complete concentration on their activities.

In addition to all these, he must keep all his wits about him to drive his own car, in which, furthermore, there may be anything from one to five valuable human lives for whose safety he is directly responsible. In view of these tremendous odds made up his brain, without even considering the sheer physical strain of driving a heavy motor-car, it is obvious to everyone how fair is the judge's dictum that he cannot reasonably be expected to try to save the life of every dog which chances to leap in his way.

Unreasonable Critics

Yet there have always been dog owners ready to pillory the harassed motorist for the heinous crime of occasionally killing a stray dog.

Surely it is not unreasonable to expect that a dog owner should keep his dog on the leash when heavy motor traffic is about if he thinks it likely that the animal will dash into danger. He has to do this even in public parks.

Motorists keep themselves under leash in having to drive under these conditions. Pedestrians, including the dog owners, also keep themselves on the leash inasmuch as they do not dash blindly into motor traffic with their backs turned to oncoming vehicles and expect to escape death. Therefore, even the dogs should be kept under control, and if they are not, then owners cannot expect their lives to be considered before those of humans.

Far too many valuable human lives have been risked unnecessarily and lost in this manner. Families have been bereft of only sons and breadwinners. One of the most tragic of such bereavements occurred not long ago near Monmouth, when the only son of Mr. Rafael Sabatini, the celebrated novelist, was killed, and his mother severely injured in a smash resulting from his efforts to steer clear of a dog.

Cases do occur, of course, where motorists, driving on open roads, without any traffic distractions to monopolise their thoughts, kill dogs, and either from sheer callousness or abject fear of the consequences fail to stop. Such action is beneath contempt.

begin with, double reduction is unnecessary, as the number of "starts" on the worm can be varied to give any required ratio, in conjunction with a suitable wheel and the motion is entirely "sliding."

It is not essential to have two hard metals together, as must be provided if there is "rolling," and the wheel, therefore, is made of bronze and the worm of hard steel, a combination that, with proper lubrication, is extremely efficient. Finally, whereas in gear wheels, wear leads to impact and a worse distribution of load, in the wormdrive it serves but to increase the working area and to graduate the stress-transference more and more finely.

It was a rational appreciation of these intrinsic qualities that lead Dennis Bros., Ltd., to "Pioneer the Worm-Drive" policy of which the wisdom is abundantly testified. One instance alone is sufficient to indicate the worm-drive's status in the commercial world. Every one of the buses running in London has to pass a silence-test imposed by Scotland Yard, and every one is fitted with the worm-drive.

FIAT SUCCESS**In Australian Hill Climb****"ZIG-ZAG" CONTESTS****STYLE TRENDS****America and 1929 Cars****IMPORTANT CHANGES**

In the "Zig-Zag" hill climbing contest organised by the Royal Automobile Club of Victoria at Melbourne on October 6, Fiat cars entered and driven by private owners gave a good account of themselves.

In addition to its natural difficulties, the road was rendered particularly dangerous by reason of recent rain and some of the competitors ran into the bank four times in one ascent.

On a time basis a Fiat car owned and driven by Mr. H. Drake Richmond gained first place in the Open Category, Class A, taking 2 min. 16 sec. to make the ascent.

The final classification was calculated on a formula, Mr. Richmond

Drake's Fiat being placed first in classes A and B combined, while another Fiat belonging to Mr. Riordan was classified first in Class A for standard stock cars.

Other competing cars were Swift, Graham Paige, Ford, Oldsmobile, Reo Wolverine, Riley, Austin and Darracq.

TOURING TEST**Won By Graham-Paige**

A most exceptional record was made by Graham-Paige models in the Washington Luis Touring Test in Brazil. This is the test which has been inaugurated by Washington Luis, President of Brazil, and is held under the auspices of the São Paulo Good Roads Association and covers a course of 1,200 Kilometres from São Paulo to Rio de Janeiro, thence to Petrópolis and return. It is a four days' run under touring (not racing) conditions, each of the contestants' cars carrying at least four, and some of them five passengers over a road course which is none too good. This test is very closely supervised and checked at several points of observation and the scoring is on a basis of economy in fuel consumption and freedom from troubles usually experienced by the motorists.

In this year's contest fifteen cars entered, thirteen of which were American, and two of them European. In all there were four events, Graham-Paige taking first place in each of them.

The much coveted Washington Luis trophy cup went to Roberto Thiry, piloting a Graham-Paige model No. 614, for the best total score of all contestants in each class.

Despite adverse road conditions, the running time was better than that of the best railroad service.

Traffic Sign

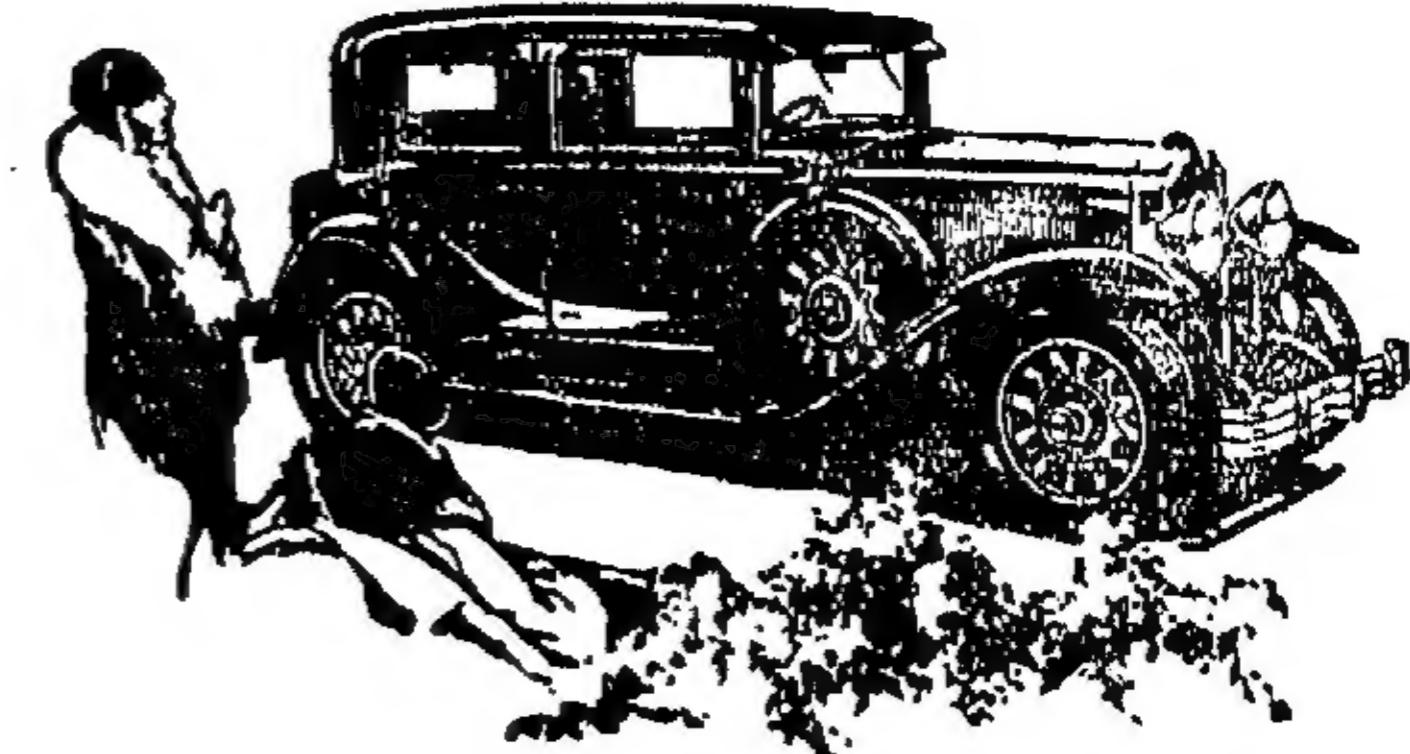
The little town of Wanake, N.J., has a traffic sign which silently and efficiently does its work. It is in the form of a little girl, holding aloft a "slow" sign and stands on both sides of the little school house.

CARRYING A FUNNEL

Useful as it may be to carry a small petrol funnel on the car, many owners do not do so on account of the difficulty of accommodating one in the tool locker.

An excellent plan is to clip the funnel to the front of the dashboard, where it is not likely to be damaged and will be quite out of the way until wanted. A strip of sheet metal should be soldered on to the edge of the funnel and bent over. A second metal strip may then be bent to receive the first and secured to the dash, whilst a short leather strap, also attached by means of screws, should be arranged to accommodate the nozzle of the funnel. The idea is quite simple to carry out, and the materials needed are usually to be found lying about in the average private owner's garage.

A taxicab and a motor omnibus collided in Praed-street, Paddington, W., injuring four people and closing the road to traffic for more than two hours.

The new Buick is the new Style

If you want beauty—if you want luxury—if you want up-to-the-minute smartness—there's only one choice—the choice of America...the new BUICK with Masterpiece Bodies by Fisher.....

From one end of the country to another—in New York, in Miami, in Chicago, in Los Angeles and all towns between—overwhelming praise for the distinctive beauty of the Silver Anniversary Buick with new Masterpiece Bodies by Fisher!

All agree that here is a new style—a new mode—an entirely different and original interpretation of motor car beauty, forecasting the trend of smart body-design for months to come.

And all are voicing their approval in steadily mounting demand—a demand several times greater than the demand for any other automobile that makes even the slightest bid for comparison with this new Buick!

**The Silver Anniversary
BUICK**

WITH MASTERPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

SPEED WAR**Firms Want Limit of 30**

It is being realised everywhere among motor-coach proprietors that the new legal limit of 20 miles an hour is a deadly blow at the system of motor travel throughout the country.

A year ago at the Continental shows the fabric body was an important feature. This year few fabric bodies were seen while steel and wood construction had come into its own. Excellent work has been done in tailoring and finish by the European builders. The show lines as far as moulding treatment, length, lowness and grace is concerned. It also parallels our development in composite body building, which makes hardwood complement steel and steel strengthen hardwood in the '400' models. It is no small satisfaction to realize that our body builders and artists of Europe are of one mind in the matter of 1929 styles.

The much coveted Washington Luis trophy cup went to Roberto Thiry, piloting a Graham-Paige model No. 614, for the best total score of all contestants in each class.

Despite adverse road conditions, the running time was better than that of the best railroad service.

Suiting the Tyre to the Service—

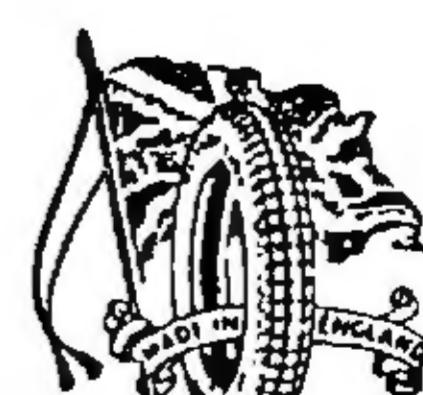
CHOOSE your tyre equipment according to your particular service needs. There is a suitable commercial tyre for every requirement in the

DUNLOP RANGE

SOLIDS, PNEUMATICS, CUSHIONS — AND EACH BUILT TO AN IDEAL OF PERFECTION THAT ENSURES THE BEST POSSIBLE SERVICE UNDER ANY CONDITIONS.

DUNLOP

— the tyres that carry commerce

**As British as the Flag**

DUNLOP RUBBER COMPANY (CHINA), LTD.
1st Floor, Pedder Building. Tel. C. 4554.

SPEED TEST CASE

A test case regarding the speed of motor-coaches was decided at Brentford Police Court, when Messrs. Overington, Harris and Ash, motor engineers, of Regent street, W., were fined £1 with £6 costs for aiding and abetting one of their drivers to exceed the speed limit.

"In it there are already about 70 firms 40 of which are London firms. It is called the British Motor-Coach Service Association, and we hope that it will be a means of bringing long-distance motor travel to a high pitch of firmly established prosperity."

West-road, and it was alleged against the firm that they issued a schedule of time for the journey which compelled the driver to travel at a minimum of 18 miles an hour for the whole journey, including stoppages.

The Justices at the first hearing dismissed the case, but the Divisional Court allowed an appeal by the police and referred the case back to the Justices to convict.

[The speed limit has since been increased to 20 miles an hour.]

NEW 1929
GRAHAM - PAIGE
SEDAN and TOURING MODELS
Touring from \$2,300—Sedan from \$2,550.
Sole Distributors for Hong Kong &
South China:
KOTEGATE & CO.
Pedder Building, 3rd floor.
Telephones C. 93 and C. 741.

Hongkong Sunday Herald.

號三月二年九十二百九十一英 HONG KONG, SUNDAY, FEBRUARY 3, 1929. 日四廿月二十國民華中

SEND IT HOME!
"OVERLAND CHINA MAIL"
THE WEEK'S NEWS
ILLUSTRATED.

25 cts. 25 cts.

DARING ESCAPE

Handcuffed Suspect Bolts From Police

A RAID IN YAU MATI

Sequel To Armed Robbery Off Caine Road

The story of a daring escape from the hands of the Police in Yau-mati reached the "Sunday Herald" late last night.

It appears that Detective Inspector Shannon and a posse of detectives raided a house in Yau-mati in connection with the armed robbery on Thursday afternoon at No. 10, Lower Castle-road, off Caine-road. A Chinese man who was found on the premises was placed under arrest as a suspect.

After the prisoner had been securely handcuffed, the Police were proceeding to take him to the station when he suddenly broke loose from the posse and made a bolt for freedom, with the handcuffs still on his wrists.

Dashing down a narrow, ill-lit, side street the prisoner succeeded in shaking his pursuers off and made good his escape.

Inquiries made at Police Headquarters last night failed to elicit either confirmation or denial of our information, which came from a reliable source.

Story of the Robbery

The robbery, it will be remembered, took place at 2.50 p.m. on Thursday at the residence of a wealthy Chinese family surnamed Wong. The only people in the house at the time were Mrs. Wong Leung-tze, an elderly lady aged about 70 years, her son-in-law and granddaughter, besides a number of servants. They were all in different parts of the large house.

Mrs. Wong was in her own room giving instructions to the cook when two strangers suddenly appeared. One carried two revolvers and the other a revolver and a dagger.

One of the two told the old lady that they had come to borrow \$100. Before Mrs. Wong could recover her wits, three other robbers (who had in the meantime surprised her son-in-law and granddaughter and bound and gagged them) rushed into her room.

Mrs. Wong and the cook were overpowered without difficulty and also bound and gagged. The other servants who were in their quarters were not aware of what was happening in the house, and did not know of the robbery until some time after the desperadoes had departed.

Thoroughly Ransacked
The robbers thoroughly ransacked the place and escaped with jewellery, money, and other property valued at \$40,600. It is not known how they managed to gain admission to the house, and they escaped in an unknown direction.

When she made her report of the robbery to the Police, Mrs. Wong said that she suspected an aman who had worked in the house for about a month. This servant went out at 6 p.m. on Wednesday and did not return.

It is understood that following this clue the Police made the raid on the Yau-mati house yesterday.

MARSHAL FOCH

Illness Taking Normal Course

NO CAUSE FOR ALARM

Paris, Yesterday.
The doctors report that Marshal Foch's illness is taking a normal course and there is no cause for alarm at the rise in his temperature.—Reuter.

SCHOOL DANCE

Diocesan Boys' Happy Gathering

A successful dance was held at the Diocesan Boys' School, Hommuntin, last night, when an enjoyable evening was spent by a large gathering.

The spacious hall of the School was tastefully decorated, whilst the dresses of the ladies added colour to the animated scene.

Dancing started at 8.30 p.m., and was carried on until midnight, with an interval of fifteen minutes at 10 p.m., when refreshments were served in the dining room and the playroom on the ground floor of the building.

The music was supplied by the "Semreh" Symphonic Dance Orchestra.

JEWEL RUNNERS

Ship's Steward Is Indicted

MERCHANTS PERTURBED

Gems Valued at Million Dollars Allegedly Smuggled

New York, Yesterday.
The Federal grand jury has brought in two indictments charging William Ballay, chief steward of the "Borepagan," a city policeman and four others with complicity in smuggling operations whereby the Federal officials estimate one million dollars worth of jewels were smuggled into the United States.

It is alleged that a regular system was organized involving not only seafarers but also the dock police and jewelers, by which the jewels were brought from Amsterdam Southampton to New York where they were handed over to the smugglers and a mysterious woman agent who delivered the gems to the wholesale dealers.

The illicit traffic has become so serious that a jeweller's protective society has been contemplating appealing to Congress. Reuter's American Service.

ON THE "MOREA"

Those Who Left Hong Kong Yesterday

ADMIRAL'S SEND-OFF

The P. & O. ss. "Morea" left Hong Kong at noon yesterday for London and usual ports via Singapore and Suez, with a large number of prominent residents.

Vice-Admiral Sir Reginald Y. Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., hitherto Commander-in-Chief, China Station, was on the ship with Lady Tyrwhitt, Miss Tyrwhitt, and Lt. St. J. R. J. Tyrwhitt, the son of the Vice-Admiral, who had been Flag Lieutenant to his father.

Services' Farewell
The Vice Admiral was given a magnificent send-off yesterday morning as he departed from H.M.S. "Kent" to board the "Morea." As he sailed past the men-of-war in harbour cheering greeted him, and in his wake followed small craft from various naval establishments indulging in an unofficial demonstration fire-crackers playing a prominent part.

His older brother had \$2,000 share and the firm he was connected with had a further \$5,000 share in the factory. That brother was the promoter. He and all the other 26 partners had left Hong Kong and returned to the village whence they came. He, himself, had been asked by the creditors to stay behind so that matters could be wound up, the managing partner admitted.

Trustee's Security
The petition in this case had been filed by a creditor, the Ming Kee firm of No. 2, Mercer-street.

The creditors, at a meeting, had resolved that the dyeing factory be adjudicated bankrupt and that Leung Ching, managing partner of the firm of petitioning creditors, be appointed trustee, subject to his furnishing \$3,000 security to the Official Receiver. In accordance with this resolution, the Official Receiver made an application to the Court and his Lordship made the requisite order, the public examination following immediately.

\$100,000 in Debts

"My Lord, I have over \$100,000 in debts owing to me and I cannot collect any of it," said Ng Cheuk-sam, of a debtor firm of Kwong Tung Wo Wo Kee.

The creditors, at a meeting, had resolved that the dyeing factory be adjudicated bankrupt and that Leung Ching, managing partner of the firm of petitioning creditors, be appointed trustee, subject to his furnishing \$3,000 security to the Official Receiver. In accordance with this resolution, the Official Receiver made an application to the Court and his Lordship made the requisite order, the public examination following immediately.

Local Residents

Mr. H. B. L. Dowbiggin, the exchange broker, who is Major in the Hong Kong Volunteer Defence Corps and Honorary Aide-de-Camp to H.E. the Governor, was another passenger. He was accompanied by Mrs. and Miss J. Dowbiggin.

Other well-known passengers who embarked here were Dr. J. T. Smalley (of the Government Medical Service) and Mrs. Smalley, Mr. E. G. Stewart and Mrs. E. G. Stewart of St. Paul's College, Mr. W. P. W. Turner, O.B.E. (of H.B.M.'s Consular Service in China) and Mrs. Turner.

Local residents on the ship included Mr. L. A. M. Boisragon (who has officiated as second starter at Happy Valley flat races), Mr. W. G. Harrison, Mr. and Mrs. D. K. Kharas, Mr. and Mrs. F. Meade, Mr. and Mrs. F. T. Portallion, Mr. H. G. Russell, and Mr. I. B. Trevor.

Hero of "Irene" Piracy
Lt.-Comdr. F. J. C. Halahan, R.N., also went home on the "Morea." He is of "Irene" piracy fame. As Lieutenant he was in command of Submarine L 4 when he had to fire at the China Merchants S. N. Co.'s vessel, at Blas Bay, to hold the pirates up. Because the owner sued him for a large sum—the vessel sank—he was precluded from leaving, although he had served his time here.

When the case ultimately came into Court recently and the owners consented to judgment against them—the gallant officer's plea of "an Act of State" having been sustained—Lt.-Comdr. Halahan jumped for joy with words to the effect that he was a "free man" again and could, therefore, go home.

Several other R.N. officers, of the secretarial branch, are also taking passage on the "Morea," consequent on the change in command.

(The list appears on page 16.)

SOLE SURVIVOR OF 28

Partner in Local Dyeing Factory

ANTI-JAPANESE BOYCOTT

Adverse Effect on Business which Began Well

New York, Yesterday.
The sole survivor of 28 (as the Official Receiver, Mr. E. L. Agassiz, called him), in a local partnership underwent his public examination in the bankruptcy Court yesterday before his Honour the Chief Justice (Sir Henry Gillian, C.B.E.), who disposed of a fairly long list of cases.

Debtors were the Hop Yick Dyeing Factory of Taiwanho. The managing partner was Leung Piu, who had a share of \$1,000 in the capital of \$20,000.

In seven years' existence, the firm had started with profits but had subsequently lost.

Losses from Floods

When the factory was at Wong-nei-chong, Leung Piu said, they suffered considerable losses yearly from floods (in Happy Valley). In 1927, the factory was removed to Taiwanho on Government land, the tenancy of which was determinable at six months' notice.

In spite of the insecure tenure, the firm spent \$6,000 in fairly substantial buildings, \$1,970 on fittings and a further sum on machinery.

All this was sold recently to a piece goods broker for \$3,000. In reply to his Lordship, the Official Receiver said that the sale had the approval of all the creditors but that was not exactly a sine qua non and he was curious to know more about the sale.

Brother of the Promoter

Reference was made by the managing partner, during his public examination, to the Japanese boycott and the adverse effect it had on the business. His firm bought Japanese cloth, he stated, dyed it, and sold most of it for use up-country.

His older brother had \$2,000 share and the firm he was connected with had a further \$5,000 share in the factory. That brother was the promoter. He and all the other 26 partners had left Hong Kong and returned to the village whence they came. He, himself, had been asked by the creditors to stay behind so that matters could be wound up, the managing partner admitted.

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\$100,000 in Debts

"My Lord, I have over \$100,000 in debts owing to me and I cannot collect any of it," said Ng Cheuk-sam, of a debtor firm of Kwong Tung Wo Wo Kee.

The creditors, at a meeting, had resolved that the dyeing factory be adjudicated bankrupt and that Leung Ching, managing partner of the firm of petitioning creditors, be appointed trustee, subject to his furnishing \$3,000 security to the Official Receiver. In accordance with this resolution, the Official Receiver made an application to the Court and his Lordship made the requisite order, the public examination following immediately.

Local Residents

Mr. H. B. L. Dowbiggin, the exchange broker, who is Major in the Hong Kong Volunteer Defence Corps and Honorary Aide-de-Camp to H.E. the Governor, was another passenger. He was accompanied by Mrs. and Miss J. Dowbiggin.

Other well-known passengers who embarked here were Dr. J. T. Smalley (of the Government Medical Service) and Mrs. Smalley, Mr. E. G. Stewart and Mrs. E. G. Stewart of St. Paul's College, Mr. W. P. W. Turner, O.B.E. (of H.B.M.'s Consular Service in China) and Mrs. Turner.

Local residents on the ship included Mr. L. A. M. Boisragon (who has officiated as second starter at Happy Valley flat races), Mr. W. G. Harrison, Mr. and Mrs. D. K. Kharas, Mr. and Mrs. F. Meade, Mr. and Mrs. F. T. Portallion, Mr. H. G. Russell, and Mr. I. B. Trevor.

Hero of "Irene" Piracy

Lt.-Comdr. F. J. C. Halahan, R.N., also went home on the "Morea." He is of "Irene" piracy fame. As Lieutenant he was in command of Submarine L 4 when he had to fire at the China Merchants S. N. Co.'s vessel, at Blas Bay, to hold the pirates up.

On the Official Receiver's application, receiving order was directed.

"Might Do Injury"

Another petition for receiving order was dismissed by his Lordship at the request of the Official Receiver.

It concerned a man named Lam Cho-yin whom the Official Receiver understood to own considerable property.

Petition was by Ng Ho-tung, who claimed to be creditor. The "act of bankruptcy" alleged was that debtor had departed the Colony with intent to defraud his creditors. Application had been made to the Court for substituted

PRESENT OF BOOKS

League of Nations' Gift to China

"OLD" NEW YEAR DISLIKED?

Nanking Bans Holiday for Peking Vernacular Papers

Nanking, Yesterday.
M. Avenol, a delegate of the League of Nations to China, has announced that he is the bearer of three large cases of books, comprising several hundreds of volumes, representing publications by the League since its organisation in 1919, which he has been instructed to present to the National Government of China, on behalf of the League.

China New Year
Peking, Yesterday.

The central organisation of the Nationalist Party, in Nanking, has cabled to Peking, ordering the Peking vernacular papers to take no holidays for China New Year as the National Government is striving to popularise observation of the Gregorian calendar, in preference to the old lunar calendar.

Trouble in the North
Peking, Yesterday.

Order has been restored at Lung-kow where the troops mutinied some days ago.

The Japanese destroyers which were despatched to protect Japanese lives and property (if necessary) have returned to Port Arthur.

The situation in the east of Shantung province, however, is still not tranquil, owing to the appearance of bandits. Red Spears, the Big Sword Society and other organisations in many districts.—Reuter.

NEW JOBS

Changes For American Politicians

STIMSON AND KELLOGG

Washington, Yesterday.
Colonel Henry Stimson, Governor-General of the Philippines, who is coming to Washington from Manila next week is considered the likely successor to Mr. F. B. Kellogg as Secretary of State.

New York, Yesterday.

The "New York Times" Washington correspondent says that President Coolidge will probably succeed Justice Oliver Wendell Holmes on the bench of the Supreme Court.—Reuter's American Service.

There had been a last-minute change of solicitor acting for the petitioning creditor but none of the parties concerned was in Court.

His Lordship, accordingly, dismissed the petition.

Three Adjudications
On the application of the Official Receiver, his Lordship made an order for adjudication in bankruptcy in the case of the Ka Lun Fook Kee